



The Calcutta Gazette

WEDNESDAY, JULY 6, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are published for general information.

W. K. THYNE, COMMANDER, R.N.,
Deputy Port Officer of Calcutta.

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A. MARR,
*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 27th June 1921.

GULF OF ADEN—BRITISH SOMALILAND.

*Zeila Roadstead—Buoys established; Alteration in position
of Buoys.*

No. 156 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 73 M. of 1921), are republished —

Former Notice.—No. 47-M. of 1920. (This Office No. 119 of 1920).

Details.—Information has been received from the Commanding Officer, R. I. M. S. "Dalhousie," that the buoys marking the entrance to Zeila Harbour has been laid in the following positions:—

- (1) Buoys established;
- (2) Albat Island Reef Buoy.

Position.—At a distance of $3\frac{1}{2}$ miles 95° (S. 82° E. Mag.) from the white beacon at the northern end of Albat Island.

Lat. $11^{\circ} 30'$ N., long. $43^{\circ} 32'$ E. in 8 fathoms sand and coral.

Description.—A red conical buoy, surmounted with staff and ball.

- (b) Channel Reef Buoy.

Position.—At a distance of $5\frac{1}{10}$ miles 119° (S. 58° E. Mag.) from the white beacon at the northern end of Aibat Island.

Lat. $11^{\circ} 28\frac{1}{2}'$ N., long. $43^{\circ} 33\frac{1}{2}'$ E. in 8 fathoms sand and coral.

Description.—A spherical Buoy, painted with red and white horizontal stripes and surmounted with staff and ball.

(2) Alteration in position of Buoys.

(a) Shub Filfil Shoal Buoy.

Amended position.—At a distance of about 6 cables 61° (N. 64° E. Mag.) from the former charted position, and at a distance of about $7\frac{1}{2}$ miles 116° (S. 61° E. Mag.) from the white beacon at the northern end of Aibat Island.

Lat. $11^{\circ} 27\frac{1}{2}'$ N., long. $43^{\circ} 35\frac{1}{2}'$ E. in 10 fathoms sand and coral.

Description.—A can buoy painted with black and white horizontal stripes and surmounted with staff and drum.

(b) Sea Gull Shoal Buoy.

Amended position.—At a distance of about 1 cable northward of the former charted position and at a distance of 9 miles 79° (N. 82° E. Mag.) from the consulate E. S. Lat. $11^{\circ} 23\frac{1}{2}'$ N., long. $43^{\circ} 38\frac{1}{2}'$ E. in 9 fathoms sand and coral.

Variation.— 3° W.

Charts affected.—No. 919, Plan of Zeila Roadstead.

„ 253, Jebel Jan to Shab Kulangarit.

„ Se Red Sea, Sheet V.

„ 6b Gulf of Aden, Western portion.

Publication.—Red Sea and Gulf of Aden Pilot, 1921, in press.

Authority.—The Port Officer, Aden, dated 27th May 1921.

INDIA, WEST COAST.

Goa, Mandovi river entrance.—Annual extinction of leading lights.

No. 157 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 74M. of 1921), are republished :—

Details.—The Captain of the Ports for Portuguese India has notified that the light houses of Campal, Malim, Reis Magos Vermé and Marca Tejo will not be lighted from the 15th June to the 15th August 1921, owing to the impracticability of the bar for navigation during the South-West Monsoon.

Charts temporarily affected.—No. 492, Aguada to St. George Island.

„ 740, Achra River to Cape Ramas.

Authority.—His Britannic Majesty's Consul for Goa, dated 31st May 1921.

INDIA, WEST COAST—KATHIAWAR COAST.

Diu Harbour—Annual extinction of leading lights.

No. 153 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 75M of 1921), are republished:—

Details.—The Captain of the Ports for Portuguese India has notified that the lights of Forte de Mar, Covma, Forte de Simbor and Forte de Barra at Brancavara will be kept extinguished from the 15th June to the 31st August 1921.

Charts temporarily affected.—No. 50, Diu Head to Gopnath point.

Authority.—His Britannic Majesty's Consul for Goa, dated 31st May 1921.

INDIA, WEST COAST.

Derelict reported.

No. 159 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 76M of 1921), are republished:—

Details.—The Master of SS. "Cooeyanna" reports a derelict of a Buggalow, dismasted, in the following position and it appears to be drifting.

Position.—Lat. 20° 56' N., long. 67° 11' E.

Caution.—This derelict constitutes a danger to navigation, being in the track of shipping.

Charts temporarily affected.—No. 826, Karachi to Vengurla.
 " 1012, Arabian Sea.
 " 784b, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 15th June 1921.

INDIA, WEST COAST.

Buoys between Alibag and Bhatkal removed.

No. 160 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 77M of 1921), are republished:—

Details.—The following mark and buoys were removed from their positions, for the south-west Monsoon, on the dates noted against them.

Alibag Reef buoy	...	15th May 1921.
Barkot Creek Buoy	...	8th "
Ambalgarh Reef Buoy	...	24th "
Malvan Red light boat	...	1st June "
Malvan Rajkot Rocks Buoy	...	26th May "
Malvan Harbour Buoy	...	1st June "
Malvan Johnston Castle Rock Buoy	...	25th May "
Malvan Outer Rock Buoy	...	24th "
Chaldea Rock Buoy	...	31st "
Bahra Rock Buoy	...	17th "
Vengurla South Rock Buoy	...	18th "
Modeshwar Dart Rock Buoy	...	19th "
Bhatkal Rock Buoy	...	16th "

Authority.—The Commissioner of Customs, Salt and Excise, Bombay dated 15th June 1921.

INDIA, WEST COAST—BOMBAY HARBOUR ENTRANCE.

Prongs Reef, Light Buoy—Light temporarily extinguished

No. 161 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 78M of 1921), are republished:—

Position.—At a distance of about 13 cables south-eastward from Prongs Light house.

Lat. $18^{\circ} 52' N.$, Long. $72^{\circ} 49' E.$

Details.—The green flashing light exhibited from a large can buoy, painted black, marking the south-eastern end of Prongs Reef, has been temporarily extinguished.

Remarks.—A further notice will be given when the light has been re-exhibited.

Charts temporarily affected.—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

Publications.—West Coast of India Pilot 1919, page 223, Indian List of Lights No. 89 a.

Authority.—The Port Officer, Bombay, dated 18th June 1921.

The 20th June 1921.

INDIA, WEST COAST—BOMBAY HARBOUR APPROACHES.

Bombay Floating Light Vessel—Submarine bell replaced and in working order.

No. 153 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 71M of 1921) are republished:—

Former Notice.—No. 54-M. of 1-21. (This office No. 135 of 1921.)

Position.—Lat. $18^{\circ} 50' 00'' N.$

Long. $72^{\circ} 44' 00'' E.$

Details.—The Bombay Floating Light Vessel's Submarine Bell is now in working order.

Charts affected.—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

Publications.—West Coast of India Pilot, 1919, page 220, Indian List of Lights, 39th Issue, 1921, No. 89.
List of Lights, Part VI, 1921, No. 357.

Authority.—The Port Officer, Bombay, dated 1st June 1921.

Albany Rock--Intended New Light

Subject—A Flashing Light with White and Red Sectors (U) will be established on Albany Rock on or about 15th September 1921.

Lat. $19^{\circ} 43'$ S., long. $112^{\circ} 37'$ E.; on Chart No. 4037.

Character—*Flashing Light with White and Red Sectors, showing one flash every five seconds, thus:—*

Flash	Eclipse
1 sec.	44 secs.

Red elsewhere except where obscured by adjacent islands.

Power—White light, 3,000 candles. Red light, 1,200 candles.

Remarks—The light will be unwatched

Note—Further details will be given.

Charts affected—No. 1937, Adolphus Chamael with Albino Pass.

437. Albany Pass to Beeby Island.

2919. Cape Grenville to Cape York.

2351. Cape Grenville to Booby Island

2375. Torres Strait, Western Channels.

Publications—List of Lights and Time Signals, Part VI, 1931, page 375.

Australia Pilot, Vol. IV, 1917, page 303.

Authority—Melbourne Notice No. 11 of 1921.

Lucy Point (Wednesday Island).—Intended New Light.

Subject—A Group Flashing Light with White and Red Sectors (U) will be established on Ice Point on or about 30th September 1921.

Position.—On the north extreme of Wednesday Island.

Lat. $10^{\circ} 30' S.$; Long. $142^{\circ} 18' E.$, on Chart No. 591.

Character—Cup flashing light with white and red sectors showing three flashes every fifteen seconds, thus—

Flash 1 sec.	Eclipse 1 sec.	Flash 1 sec.	Eclipse 1 sec.	Flash 1 sec.	Eclipse 1 1/2 sec.
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Sectors—*White* from about 50° (N. 45° E. Mag.) through East, South and West to 300° (N. 65° W. Mag.).

Red from 300° (N. 65° W. Mag.) to about 337° (N. 28° W. Mag.) Obscured elsewhere by Wednesday Island.

Visibility—*White* light, 17 miles. *Red* light, 8 miles.

Power—*White* light, 3,000 candles. *Red* light, 1,200 candles.

Structure—Red frame tower, 27 feet in height.

Remarks—The light will be unwatched.

Note—Further details will be given.

Charts affected—No. 691, Normanby Sound and Prince of Wales Channel.

„ 437, Albany Pass to Booby Island.

„ 447, Torres Strait, western approaches to.

„ 2354, Cape Grenville to Booby Island.

„ 2375, Torres Strait, western channels.

Publications—List of Lights and Time Signals, Part VI, 1921, page 373.

Australia Pilot, Vol. III, 1916, page 227.

Authority—Melbourne Notice No. 12 of 1921.

The 13th June 1921.

PERSIAN GULF.

Kuwait Harbour—New light established.

No. 145 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 6371 of 1921), are republished :—

Position.—At a distance of about 11 cables 077° from British Residency F.S.

Lat. $29^{\circ} 23' N.$ long. $48^{\circ} 00' E.$

Abridged description—Lt. F. Wh.

Visibility.—Unknown.

Arc of illumination.—Visible all around.

Elevation.—50 feet (approximate).

Charts affected.—No. 22, Kuwait Harbour and approaches.

„ 2837b, Persian Gulf, Western sheet.

Publications.—Indian List of Lights, 39th issue, 1921, page 10.

List of Lights, Part VI, 1921, page 35.

Persian Gulf Pilot, 1915, page 150.

Authority.—The Commanding Officer, R.I.M.S. "Nearchus", Basra, dated 2nd May 1921.

BAY OF BENGAL, BURMA—RANGOON RIVER ENTRANCE.

Elephant Point leading lights—Intended to be temporarily moved.

No. 146 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 65M. of 1921), are republished:—

Position.—On Elephant Point.

Lat. $16^{\circ} 29' N.$, long. $96^{\circ} 20' E.$

Details.—In consequence of a sudden deterioration of Elephant Point, the leading lights may have to be moved and it is uncertain whether the lights can be exhibited until they have been reported upon.

Remarks.—A further notice will be given.

Charts temporarily affected.—No. 833, Rangoon river and approaches.

Publications.—List of Lights, Part VI, 1921, Nos. 647-648.

Indian List of Lights, 39th issue, 1921, No. 243.

Bay of Bengal Pilot, 1910, page 455.

Authority.—Deputy Conservator of the Port, Rangoon, dated 12th May 1921.

PERSIAN GULF.

Al Bida Approach—Shoal water reported; Beacon being erected.

No. 147 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 66M. of 1921), are republished:—

(1) (a) *Position (approximate).*—At a distance of about $8\frac{1}{2}$ miles 061° from Al Bida Fort Lat. $25^{\circ} 21\frac{1}{2}' N.$, long. $51^{\circ} 40' E.$

Depth.— $1\frac{1}{2}$ Fathoms (S.M.Crl.).

(b) *Position approximate.*—At a distance of about 9 miles 069° from Al Bida Fort. Lat. $25^{\circ} 20\frac{1}{2}' N.$, long. $51^{\circ} 41' E.$

Details.—A depth of $2\frac{1}{2}$ fathoms at M.L.O. has been found in the above position and it would appear that the $1\frac{1}{2}$ fathoms shoal charted may be extending northward.

Remarks.—The soundings obtained on entering and leaving the harbour revealed that the depths in the approach have altered and shoaled in places to the extent of $\frac{1}{4}$ to $\frac{1}{2}$ fathoms.

The greatest depth that can be carried at L.W., is $2\frac{1}{2}$ fathoms instead of $2\frac{3}{4}$ fathoms, as might be expected from the plan on the chart No. 2837b, and that the $2\frac{3}{4}$ fathoms charted on the same chart should be altered to $2\frac{1}{2}$ fathoms.

(2) *Beacon being erected.*

(a) *Position approximate.*—At a distance of about $4\frac{1}{2}$ miles 071° from Al Bida Fort. Lat. $25^{\circ} 18\frac{1}{2}' N.$, long. $51^{\circ} 36' E.$

Details.—A circular masonry beacon is in the process of construction on the north end of the south reef in the above position.

At present the beacon only uncovers about one foot at H.W.

Remarks.—"Cyclamen" passed through the narrows about $1\frac{1}{2}$ cables north of this beacon, obtaining 4 to $4\frac{1}{2}$ fathoms as charted.

The south reef is clearly to be distinguished, but the north reef is difficult to define.

"Cyclamen" thence steered 065° with Sheikh's House astern. This house which has a flagstaff near it is the most conspicuous in the town. The least depth on this course is 2½ fathoms at M.L.W.S.

Charts affected.—No. 2837b, Persian Gulf, western sheet, with plan.

Publication.—Persian Gulf Pilot, 1915, page 106.

Authority.—The Commander-in-Command, H.M.S. "Cyclamen", H.N. No. 5, dated 6th May 1921.

INDIA, WEST COAST.

Bombay Harbour approach—Derelict reported.

No. 148 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 67M. of 1921), are republished :—

Position.—At a distance of about 10 miles $321\frac{1}{2}^{\circ}$ from Prongs Lighthouse.

Lat. $19^{\circ} 00' 36''$ N., long. $72^{\circ} 41' 24''$ E.

Details.—The Master of S.S. "Zingara" reports that he passed a derelict with two masts approximately in the above position.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Vizadrag.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

„ 748b, Indian Ocean, Northern portion.

Authority.—The Port Officer, Bombay, dated 23rd May 1921.

ARABIAN SEA.

Derelict reported.

No. 149 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 68M. of 1921), are republished :—

Details.—The Master of S.S. "Zayani" reports having passed a derelict of water-lodged Dhaw with two masts standing on the 20th May 1921, in the following position, and it appears to be drifting in an E. N. E. direction.

Position.—Lat. $18^{\circ} 52' N.$, long. $59^{\circ} 15' E.$

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 10c, Maskat to Ras Sukra.

„ 1012, Arabian Sea.

„ 748b, Indian Ocean, Northern portion.

Authority.—The Port Officer, Aden, Telegram dated 25th May 1921.

INDIA, WEST COAST.

Rajpuri Point—“Whale Reef”—*Buoy temporarily removed.*

No. 150 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 69M. of 1921), are republished:—

Position (approximate).—Lat. $18^{\circ} 17' N.$, long. $72^{\circ} 54\frac{1}{2}' E.$

Details.—The Dewan of Janjira notifies that the red conical buoy, moored northward of the “Whale Reef” off the Rajpuri Point, was removed for the south-west monsoon on the 12th May 1921.

Charts temporarily affected.—No. 400, Janjira Harbour.

„ 738, Kundari Island to Borla Pagoda.

Authority.—The Collector and Political Agent, Kolaba, dated 25th May 1921.

PERSIAN GULF—HENJAM SOUND.

Bandar Gharbic anchorage—*Non-existence of wreck.*

No. 151 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 70M. of 1921), are republished:—

Former Notice.—No. 198-M. of 1916 and Admiralty No. 136 of 1917. (Calcutta No. 394 of 1916.)

Position.—At a distance of about 3 cables, $338''$ from the white Mosque, situated about 2 cables, southward, from the extremity of Ras-al Mashia.

Lat. $26^{\circ} 41\frac{1}{2}' N.$, long. $55^{\circ} 53\frac{1}{2}' E.$

Details.—The sunken wreck of a coal lighter reported to exist in 1916 has disappeared and it should be expunged from the charts.

Charts affected.—No. 3599, Henjam Sound.

„ 753, Entrance to the Persian Gulf.

„ 2837a, Persian Gulf, Eastern Sheet.

Authority.—The Officer Commanding R. I. M. S. “Nearchus,” Telegram dated 25th May 1921.

AFRICA, EAST COAST.

Dar-es-Salaam light—Alteration in character.

No. 152 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 72M. of 1921), are republished :—

Position.—On outer Makatumbé islet.

Lat. $6^{\circ} 47\frac{1}{4}'$ S., long. $39^{\circ} 20'$ E.

Abridged description.—Lt. Fl. ev. 10 sec. 96 ft. vis. 15 m.

Alteration.—The character of the light has been altered from fixed white to a flashing white thus :—

Flash	Eclipse.
$1\frac{1}{2}$ secs.	$8\frac{1}{2}$ secs.

Remarks.—The light is visible all round the horizon.

Charts affected.—No. 674, Dar-es-Salaam, etc.

„ 640a, Pangani to Ras° Kimbiji—southern sheet.

„ 662, Kilwa Point to Zanzibar channel.

„ 669, Cape Delgado to Port Mombasa.

Publication.—List of Lights, Part VI, 1921, No. 103.

Africa Pilot, Part III, 1915, page 373.

Authority.—The Commander-in-Chief, East Indies, Telegram dated Diyatalawa, 30th May 1921.

W. K. THYNE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



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WEDNESDAY, JULY 13, 1921.

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W. K. THYNE, COMMANDER, R I M.,
Deputy Port Officer of Calcutta.

A. MARR,
*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 2nd July 1921.

PHILIPPINE ISLANDS—SEBU ISLAND, EAST COAST.

Sebu Approaches—Information with regard to buoyage.

No. 162 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 802 of 1921), are republished:—

(1) Amended position of buoy:

Position.—At a distance of about 3 cables westward from charted position, and 9.70 cables, 066°, from Bantolingo point light.

Lat. 10° 20' N., long. 124° 00' E. (*approx.*).

Description.—A black can buoy numbered "1."

(2) Amended position and description of buoy:

Position.—Marking the northern edge of Campanario shoal, at a distance of 0.30 of a cable, 260°, from charted position.

Lat. 10° 16' N., long. 123° 53' E. (*approx.*).

Description.—A can buoy painted in red and black horizontal bands, and not black as shown on the chart.

Chart affected.—No. 3193, Port Sebu and approaches.

Publication.—Eastern Archipelago Pilot, Part I, 1911, pages 393, 394; Supplement No. 5, 1920.

Authority.—U. S. A. Government Chart and List of Buoys, etc., 1920. (*H. 1732-20*)..

PHILIPPINE ISLANDS—MINDORO, SOUTH-WEST COAST.

Mangarin Bay—Buoy established.

No. 163 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 803 of 1921), are republished :—

Position.—Marking the $1\frac{1}{2}$ -fathom shoal situated at a distance of about a quarter of a mile southward of the wharf on Mangarin point.

Lat. $12^{\circ} 19' 40''$ N., long. $121^{\circ} 05' 10''$ E. (*approx.*).

Description.—A black can buoy.

Chart affected.—No. 971, Semirara, Ilin, and Ambolon islands, etc.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 41.

Authority.—U. S. A. Hyd. Office Notice No. 299 of 1920. (*H. 1398-20.*)

AUSTRALIA—NEW SOUTH WALES.

Split Solitary Island—Amendments to charts with regard to reef north-westward of.

No. 164 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 807 of 1921), are republished :—

Position.—Lat. $30^{\circ} 13'$ S., long. $153^{\circ} 10'$ E. (*approx.*).

Details.—Amendments to the charts with regard to the reef north-westward of Split Solitary island, consequent upon a recent examination of the vicinity, are shown on the accompanying reproduction of a portion of chart No. 1026.

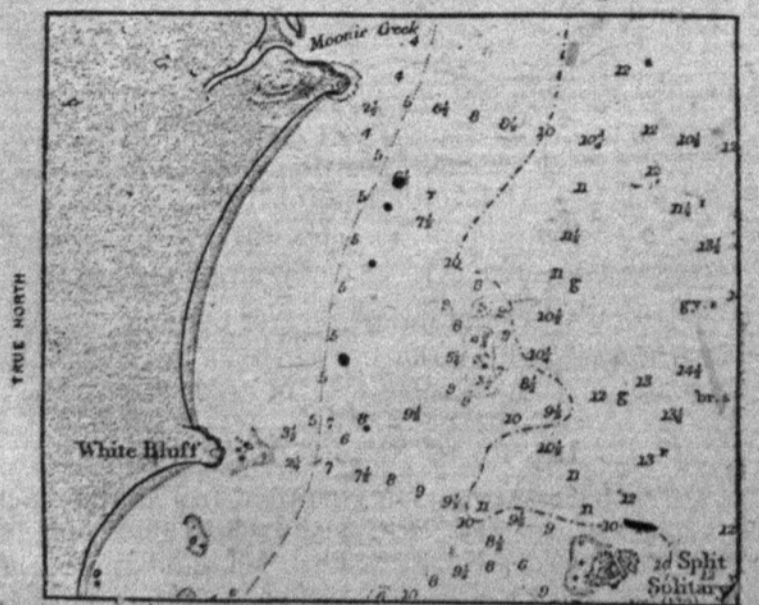
Charts affected.—No. 1026, The Solitary islands and adjacent coast.

„ 1027, Coffs islands to Evans head.

„ 3622, Port Jackson to Cape Byron.

Publication.—Australia Pilot, Vol. III, 1916, page 80 ; Supplement No. 3, 1921.

Authority.—H. M. Surveying Vessel *Fantome*. (*H. 1229-21.*)



Reproduction of Portion of Chart No. 1026.

Fathoms 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

PHILIPPINE ISLANDS—KALAMIANES GROUP, KULION ISLAND.

Halsey Harbour Approach—Amendment to chart with regard to shoal.

No. 165 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 808 of 1921), are republished:—

Position.—Saddle rock, lat. $11^{\circ} 47' N.$, long. $119^{\circ} 52' E.$ (*approx.*).

Details.—The accompanying reproduction of a portion of chart No. 3401 shows the necessary corrections to that chart with regard to the shoal eastward of Saddle rock.

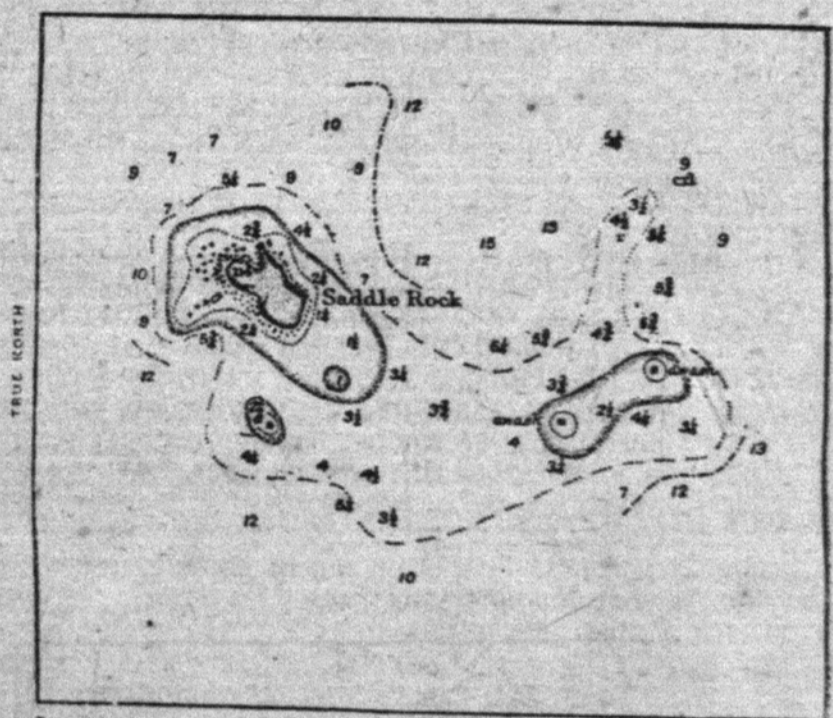
Charts affected.—No. 3401, Halsey harbour.

„ 967, Paláwan island.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 53.

Authority.—United States Government Chart. (*H. 2188-21.*)



Reproduction of Portion of Chart No. 3401.



GULF OF ADEN.

Aden W-T Station—Information with regard to Wireless Weather Bulletins and Storm Signals.

No. 166 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 813 of 1921), are republished:—

Position.—Aden W-T station, lat. $12^{\circ} 49' N.$, long. $45^{\circ} 02' E.$ (*approx.*)

Call signal.—BZF.

Wave length.—2,000 metres.

Details.—Aden W-T station transmits daily, at 0130 and 1330 G.M.T. (civil), a weather bulletin sent out from Simla referring to the meteorological conditions in the eastern portion of the Arabian sea, the message being prefixed by the words "East Arabian Sea." When the weather is undisturbed the a.m. message will be a repetition of the p.m. message, whilst during unsettled weather the former may or may not be the same.

Example.—"East Arabian sea squally weather near Laccadive islands storm may be forming."

Publications.—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), Nos. 6222a and 6356a.
Red Sea, &c., Pilot, 1909, pages 6 and 410.
Red Sea, &c., Pilot, 1921 (*in press*).

Authority.—Commander-in-Chief, East Indies Station. (H. 8733-20.)

CEYLON, SOUTH COAST.

Matara W-T Station—Information with regard to Wireless Weather Bulletins and Storm Signals.

No. 167 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 814 of 1921), are republished:—

Position.—Matara W-T station, lat. $5^{\circ} 59' N.$, long. $80^{\circ} 32' E.$ (*approx.*).

Call signal.—BZE.

Wave length.—2,000 metres.

Details.—Matara W-T station transmits daily, at 0130 and 1330 G.M.T. (civil), a weather bulletin which consists of two portions; the first portion referring to the Bay of Bengal, sent out from Calcutta, and the second portion relating to the Arabian sea, sent out from Simla. The first portion is prefixed by the word "Bay," and the second portion by the words "Arabian sea." When the weather is undisturbed the a.m. message will be a repetition of the p.m. message, whilst during unsettled weather the former may or may not be the same.

Example.—"Bay moderate storm centre sixteen north ninety east moving north-west.
Arabian sea normal."

Publications.—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), Nos. 6228a and 6359a.
Bay of Bengal Pilot, 1910, pages 77 and 132; Supplement No. 5, 1920.

Authority.—Commander-in-Chief, East Indies Station. (H. 8733-20.)

PHILIPPINE ISLANDS—ILOILO STRAIT, EASTERN ENTRANCE.

Siete Pecados Islets—Buoy established south-westward of.

No. 168 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 823 of 1921), are republished:—

Position.—At a distance of about 3½ cables south-westward from Siete Pecados lighthouse.

Lat. $10^{\circ} 45' 53'' N.$, long. $122^{\circ} 40' 03'' E.$

Description.—A red conical buoy numbered "8."

Chart affected.—No. 2391, Iloilo strait.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 366.

Authority.—Manila Notice No. 3 of 1920. (H. 6165-20.)

PACIFIC OCEAN—NEW IRELAND, EAST COAST.

Tanga (Kaan) Islands—Reported to lie further north-westward than charted.

*No. 169 (first publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 824 of 1921), are republished :—

Position on charts.—Summit of Malendok island, lat. $3^{\circ} 30' S.$, long. $153^{\circ} 16' E.$ (*approx.*).

Details.—Tanga islands are reported to be situated about 14 miles, 304° , from their charted position; a note to this effect is to be placed against them on the charts.

Note.—The height of Malendok island is about 1,200 feet (365m7), the note “(about 1,200)” is to be inserted against it on the charts.

Charts affected.—No. 2766, North-east coast of New Guinea, etc.
„ 2759a, Australia—northern portion.

Publications.—Pacific Islands Pilot, Vol. I, 1908, page 349.
Pacific Islands Pilot, Vol. I, 1921 (*in press*).

Authority.—Tokyo Notice No. 58 of 1921. (*H. 2290-21.*)

BAY OF BENGAL—HUGHLI RIVER—GABTOLA CHANNEL.

Gabtola light-vessel—Alteration in character.

No. 170-I (first publication).—

Former Notice.—No. 303-I of 1917.

Subject.—The character of the Gabtola light-vessel has been altered from fixed white to flashing white, approximately one second light and one second eclipse. The light is exhibited from a lantern on a lattice work superstructure erected on the forecastle.

Position.—Lat. $21^{\circ} 48' N.$, long. $88^{\circ} 02' E.$

Elevation.—25 feet.

Visibility.—8 miles.

Remarks.—It also carries a fixed stern light at a height of 18 feet above the water.
Should the flashing apparatus become out of order, a fixed white light, on the mast, 44 feet above the water, will be temporarily displayed.

Charts affected.—No. 814, The Sandheads—False Point to Matla river.

„ 136, Hughli river.

Publications.—List of Lights, Part VI, 1921, No. 616.

Bay of Bengal Pilot, 1910, page 300; Supplement No. 5, 1920.

Authority.—Deputy Conservator, Port of Calcutta.

The 27th June 1921.

GULF OF ADEN—BRITISH SOMALILAND.

Zeila Roadstead—Buoys established; Alteration in position of Buoys.

*No. 156 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 73 M. of 1921), are republished :—

Former Notice.—No. 47 M. of 1920. (*This Office No. 119 of 1920.*)

Details.—Information has been received from the Commanding Officer, R. I. M. S. "Dalhousie," that the buoys marking the entrance to Zeila Harbour has been laid in the following positions:—

- (1) Buoys established.
(a) Aibat Island Reef Buoy.

Position.—At a distance of $3\frac{8}{10}$ miles 95° (S. 82° E. Mag.) from the white beacon at the northern end of Aibat Island.

Lat. $11^{\circ} 30\frac{3}{4}'$ N., long. $43^{\circ} 32\frac{1}{2}'$ E. in 8 fathoms sand and coral.

Description.—A red conical buoy, surmounted with staff and ball.

- (b) Channel Reef Buoy.

Position.—At a distance of $5\frac{9}{10}$ miles 119° (S. 58° E. Mag.) from the white beacon at the northern end of Aibat Island.

Lat. $11^{\circ} 28\frac{1}{4}'$ N., long. $43^{\circ} 33\frac{3}{4}'$ E. in 8 fathoms sand and coral.

Description.—A spherical Buoy, painted with red and white horizontal stripes and surmounted with staff and ball.

- (2) Alteration in position of Buoys.

- (a) Shub Filfil Shoal Buoy.

Amended position.—At a distance of about 6 cables 61° (N. 64° E. Mag.) from the former charted position, and at a distance of about $7\frac{1}{2}$ miles 116° (S. 61° E. Mag.) from the white beacon at the northern end of Aibat Island.

Lat. $11^{\circ} 27\frac{3}{4}'$ N., long. $43^{\circ} 35\frac{1}{2}'$ E. in 10 fathoms sand and coral.

Description.—A can buoy painted with black and white horizontal stripes and surmounted with staff and drum.

- (b) Sea Gull Shoal Buoy.

Amended position.—At a distance of about 1 cable northward of the former charted position and at a distance of 9 miles 79° (N. 82° E. Mag.) from the consulate F. S. Lat. $11^{\circ} 23\frac{1}{4}'$ N., long. $43^{\circ} 38\frac{1}{4}'$ E. in 9 fathoms sand and coral.

Variation.— 3° W.

Charts affected.—No. 919, Plan of Zeila Roadstead.

„ 253, Jebel Jan to Shab Kulangarit.

„ 8e Red Sea, Sheet V.

„ 6b Gulf of Aden, Western portion.

Publication.—Red Sea and Gulf of Aden Pilot. 1921, in press.

Authority.—The Port Officer, Aden, dated 27th May 1921.

INDIA, WEST COAST.

Goa, Mandovi river entrance.—Annual extinction of leading lights.

No. 157 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 74M. of 1921), are republished:—

Details.—The Captain of the Ports for Portuguese India has notified that the light houses of Campal, Malim, Reis Magos Verme and Marca Tejo will not be lighted from the 15th June to the 15th August 1921, owing to the impracticability of the bar for navigation during the South-West Monsoon.

Charts temporarily affected.—No. 492, Aguada to St. George Island.

„ 740, Achra River to Cape Ramas.

Authority.—His Britannic Majesty's Consul for Goa, dated 31st May 1921.

INDIA, WEST COAST—KATHIAWAR COAST.

Diu Harbour—Annual extinction of leading lights.

No. 158 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 75M of 1921), are republished :—

Details.—The Captain of the Ports for Portuguese India has notified that the lights of Forte de Mar, Covraca, Forte de Simbor and Forte de Barra at Brancavara will be kept extinguished from the 15th June to the 31st August 1921.

Charts temporarily affected.—No. 50, Diu Head to Gopnath point.

Authority.—His Britannic Majesty's Consul for Goa, dated 31st May 1921.

INDIA, WEST COAST.

Derelict reported.

No. 159 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 76M of 1921), are republished :—

Details.—The Master of SS. "Cooyanna" reports a derelict of a Buggalow, dismasted, in the following position and it appears to be drifting.

Position.—Lat. 20° 56' N., long. 67° 14' E.

Caution.—This derelict constitutes a danger to navigation, being in the track of shipping.

Charts temporarily affected.—No. 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

„ 784b, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 16th June 1921.

INDIA, WEST COAST.

Buoys between Alibag and Bhatkal removed.

No. 160 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 77M. of 1921), are republished :—

Details.—The following mark and buoys were removed from their positions, for the south-west Monsoon, on the dates noted against them.

Alibag Reef buoy ...	15th May 1921.
Bankot Creek Buoy....	8th „ „
Ambalgarh Reef Buoy ...	24th „ „
Malvan Red light boat ...	1st June „
Malvan Rajkot Rocks Buoy ...	26th May „
Malvan Harbour Buoy ...	1st June „
Malvan Johnston Castle Rock Buoy ...	25th May „
Malvan Outer Rock Buoy ...	24th „ „
Chaldea Rock Buoy....	21st „ „
Bubra Rock Buoy ...	17th „ „
Vengurla South Rock Buoy ...	18th „ „
Modeshwar Dart Rock Buoy ...	19th „ „
Bhatkal Rock Buoy ..	16th „ „

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, dated 15th June 1921.

INDIA, WEST COAST—BOMBAY HARBOUR ENTRANCE.

Prongs Reef, Light Buoy—Light temporarily extinguished

No. 161 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 78M of 1921), are republished:—

Position.—At a distance of about 13 cables south-eastward from Prongs Light house.

Lat. $18^{\circ} 52' N.$, Long. $72^{\circ} 49\frac{1}{2}' E.$

Details.—The green flashing light exhibited from a large can buoy, painted black, marking the south-eastern end of Prongs Reef, has been temporarily extinguished.

Remarks.—A further notice will be given when the light has been re-exhibited.

Charts temporarily affected.—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

Publications.—West Coast of India Pilot 1919, page 223, Indian List of Lights No. 89 a.

Authority.—The Port Officer, Bombay, dated 18th June 1921.

The 20th June 1921.

INDIA, WEST COAST—BOMBAY HARBOUR APPROACHES.

Bombay Floating Light Vessel—Submarine bell replaced and in working order.

No. 153 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 71M of 1921) are republished:—

Former Notice.—No. 54-M. of 1921. (*This office No. 135 of 1921.*)

Position.—Lat. $18^{\circ} 50' 00'' N.$

Long. $72^{\circ} 44' 00'' E.$

Details.—The Bombay Floating Light Vessel's Submarine Bell is now in working order.

Charts affected.—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

Publications.—West Coast of India Pilot, 1919, page 220. Indian

List of Lights, 39th Issue, 1921, No. 89.

List of Lights, Part VI, 1921, No. 384.

Authority.—The Port Officer, Bombay, dated 1st June 1921.

AUSTRALIA, EAST COAST—ADOLPHUS CHANNEL.

Albany Rock—Intended New Light.

No. 154 (third publication).—

Subject—A Flashing Light with White and Red Sectors (U) will be established on Albany Rock, on or about 15th September 1921.

Position—On the summit of Albany Rock.

Lat. $10^{\circ} 43\frac{1}{4}'$ S., long. $142^{\circ} 37\frac{3}{4}'$ E.; on Chart No. 1937.

Details—

Character—*Flashing Light* with *White* and *Red Sectors*, showing one flash every five seconds, thus :—

Flash	Eclipse.
$\frac{1}{2}$ sec.	$4\frac{1}{2}$ secs.

Sectors—*White* from 116° (S. 69° E. Mag.) through South and West to 339° (N. 26° W. Mag.)

Red elsewhere except where obscured by adjacent islands.

Visibility—*White* light, 15 miles. *Red* light, 8 miles.

Power—*White* light, 3,000 candles. *Red* light, 1,200 candles.

Structure—Square concrete house with white lantern, 22 feet in height.

Remarks—The light will be unwatched.

Note—Further details will be given.

Charts affected—No. 1937, Adolphus Channel with Albany Pass.

„ 437, Albany Pass to Booby Island.

„ 2919, Cape Grenville to Cape York.

„ 2354, Cape Grenville to Booby Island.

„ 2375, Torres Strait, Western Channels.

Publications—List of Lights and Time Signals, Part VI, 1921, page 373.

Australia Pilot, Vol. IV, 1917, page 305.

Authority—Melbourne Notice No. 11 of 1921.

AUSTRALIA, TORRES STRAIT—PRINCE OF WALES CHANNEL.

Ince Point (Wednesday Island)—Intended New Light.

No. 155 (third publication).—

Subject—A Group Flashing Light with White and Red Sectors (U) will be established on Ince Point, on or about 30th September 1921. •

Position—On the north extreme of Wednesday Island.

Lat. $10^{\circ} 30\frac{1}{2}'$ S.; Long. $142^{\circ} 18\frac{1}{2}'$ E., on Chart No. 691.

Details—

Character—*Group Flashing Light* with *White* and *Red Sectors*, showing three flashes every fifteen seconds, thus :—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$11\frac{1}{2}$ secs.

Sectors—*White* from about 50° (N. 45° E. Mag.) through East, South and West to 300° (N. 65° W. Mag.).

Red from 300° (N. 65° W. Mag.) to about 337° (N. 28° W. Mag.) Obscured elsewhere by Wednesday Island.

Visibility—*White* light, 17 miles. *Red* light, 8 miles.

Power—*White* light, 3,000 caudles. *Red* light, 1,200 candles.

Structure—Red frame tower, 27 feet in height.

Remarks—The light will be unwatched.

Note—Further details will be given.

Charts affected—No. 691, Normanby Sound and Prince of Wales Channel.

„ 437, Albany Pass to Booby Island.

„ 447, Torres Strait, western approaches to.

„ 2354, Cape Grenville to Booby Island.

„ 2375, Torres Strait, western channels.

Publications—List of Lights and Time Signals. Part VI, 1921, page 373.

Australia Pilot, Vol. III, 1916, page 227.

Authority—Melbourne Notice No. 12 of 1921.

W. K. THYNE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta



The Calcutta Gazette

WEDNESDAY, JULY 20, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are published for general information.

W. K. THYNE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

A. MARR,
*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 9th July 1921.

SOUTH PACIFIC OCEAN—NEW BRITAIN.

Greet Harbour—Beacons to be expunged from chart.

No. 171 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 841 of 1921), are republished:—

(a) *Position*.—At the head of Greet harbour.

Lat. $4^{\circ} 14' S.$, long. $152^{\circ} 13' E.$ (*approx.*).

Description.—Two red and white leading beacons surmounted by triangles.

(b) *Position*.—Near the extremity of the spit extending eastward from Matupi island.

Lat. $4^{\circ} 15' S.$, long. $152^{\circ} 13' E.$ (*approx.*).

Description.—A white tripod beacon.

Remarks.—The above beacons no longer exist and are to be expunged from the chart, together with the leading line for entering Greet harbour.

Chart affected.—No. 524, Blanche bay. Greet harbour.

Publication.—Pacific Islands Pilot, Vol. I, 1908, page 368.

Authority.—Hydrographic Department., (H. 2564-21.)

EASTERN ARCHIPELAGO—STRAIT OF MAKASSAR.

Little Paternoster Islands—Information with regard to names; Existence of shoals

No. 172 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 842 of 1921), are republished:—

(1) Information with regard to names of islands:

(a) The "Little Paternoster" islands are no longer known by the alternative name "Balabalagan," which name is to be expunged from the chart.

(b) *Position*.—Lat. $2^{\circ} 32' S.$, long. $117^{\circ} 57' E.$ (approx.).

Correction.—The island in the above position is known as "Ambo," and not "Balabalagan" as shown on the charts.

(c) *Position*.—Lat. $2^{\circ} 27' S.$, long. $117^{\circ} 39' E.$ (approx.).

Correction.—The island in the above position is known as "Seloang," and not "Semangil" as shown on the charts.

(d) *Position*.—Lat. $2^{\circ} 19' S.$, long. $117^{\circ} 14' E.$ (approx.).

Correction.—The island in the above position is known as "Salingsingan," and not "Teleensingan" as shown on the charts.

Remarks.—The alternative name "Teleensingan" against the islands Sangai, Sebangkatan, Kamarian Besar and Saboyan is also to be expunged from the charts.

(2) Existence of shoals:

(a) *Position*.—At a distance of about one mile north-eastward from Seloang.

Lat. $2^{\circ} 25' 35'' S.$, long. $117^{\circ} 40' 06'' E.$

Depth.—4 fathoms (7^m3).

Remarks.—The shoal is about one mile in length and extends in a 021° and 201° direction.

(b) *Position*.—At a distance of about 2 miles north-westward from Semanga Kechil.

Lat. $2^{\circ} 23' 30'' S.$, long. $117^{\circ} 23' 00'' E.$

Depth.—6 fathoms (11^m0).

Remarks.—The shoal, the centre of which is in the above position, is about $1\frac{1}{2}$ miles in length and extends in a north-westerly and south-easterly direction.

Note.—The note "Discol^d water" is to be placed against this shoal on the charts.

(c) *Position*.—At a distance of about 5 miles eastward from Salingsingan.

Lat. $2^{\circ} 19' 00'' S.$, long. $117^{\circ} 18' 12'' E.$

Depth.—9 fathoms (16^m5).

Note.—The positions given refer to chart No. 2637.

Charts affected.—No. 2637, South part of the Strait of Makassar.

„ 941b, Eastern archipelago—sheet 2.

„ 2759a, Australia—northern portion.
(1).

Publications.—List of Lights, Part VI, 1921, No. 1026a.

Eastern Archipelago Pilot, Part II, 1913,
pages 357 to 361; Supplement No. 5, 1921.

Authority.—Hague Notice No. 448 of 1921. (H. 1758-21).

JAPAN—GULF OF TOKYO.

(1) *Tateyama Wan*—*Mooring-buoys established.*

(2) *Tokyo (Yedo) bay measured distance*—*Buoy established; alteration in position and description of buoy.*

No. 173 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 853 of 1921), are republished:—

(1) **Tateyama Wan.**

(a) *Position.*—At a distance of about 8 cables northward from Takanosima.

Lat. $35^{\circ} 00' 21''$ N., long. $139^{\circ} 50' 18''$ E.

(b) *Position.*—At a distance of 3.30 cables, 315° , from (a).

Description.—Each a mooring-buoy.

(2) **Tokyo (Yedo) Bay measured distance.**

(a) Buoy established:

Position.—At a distance of 2.05 miles, 530° , from the front beacon near Anegasaki.

Lat. $35^{\circ} 30'$ N., long. $140^{\circ} 00'$ E. (approx.).

Description.—A red conical buoy with staff and ball topmark.

(b) Alteration in position and description of buoy:

New position.—At a distance of about 4 cables north-westward from former charted position, and 1.78 miles, 330° , from the front beacon near Imaye.

Lat. $35^{\circ} 29'$ N., long. $139^{\circ} 57'$ E. (approx.).

New description.—A red conical buoy with staff and ball topmark.

Chart affected.—No. 2657, Gulf of Tokyo or Yedo.

Publication.—Japan Pilot, 1914, pages 197, 211; Supplement No. 4, 1920.

Authority.—Tokyo Notices Nos. 222 of 1920 and 63 of 1921.

(H. 8079-20 & 2293-21.)

JAPAN—SHIMONOSEKI KAIKYO

Moji ko—Mooring-buoy established.

No. 174 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 856 of 1921), are republished:—

Position.—At a distance of 2·50 cables, 298° , from the storm signal mast on the western corner of the harbour office at Moji.

Lat. $33^{\circ} 57' N.$, long. $130^{\circ} 57' E.$ (*approx.*).

Description.—A mooring-buoy painted red and numbered “6.”

Charts affected.—No. 3114, Moji and Shimonoseki ko.

“ 1578, Shimonoseki kaikyo.

Publication.—Japan Pilot, 1914, page 563.

Authority.—Tokyo Notice No. 209 of 1920. (*H. 7120-20.*)

SOUTH PACIFIC OCEAN—SOLOMON ISLANDS, PAVUVU ISLANDS.

Kakau Islet—Shoal southward of.

No. 175 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 857 of 1921), are republished:—

Position (approximate).—At a distance of 7 cables, 168° , from the centre of Kakau islet.

Lat. $9^{\circ} 02' S.$, long. $159^{\circ} 17' E.$ (*approx.*).

Depth.— $2\frac{1}{2}$ fathoms (4^m6).

Charts affected.—No. 2355, Pavuvu islands.

“ 214, Solomon islands.

Publication.—Pacific Islands Pilot, Vol. I, 1908, page 281.

Authority.—Resident Commissioner, Solomon Islands. (*H. 461-20.*)

JAVA, NORTH COAST.

Inderamayu, West Road—Alteration in position of buoy.

No. 176 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 858 of 1921), are republished:—

New position.—On the eastern side of Inderamayu west road, at a distance of about 7 cables north-eastward from former position.

Lat. $6^{\circ} 14' 00'' S.$, long. $108^{\circ} 14' 35'' E.$, on chart No. 1653.

Description.—A black conical buoy with ball topmark.

Charts affected.—No. 1653, Island of Java—western portion.

“ 941a, Eastern Archipelago—sheet I.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 168; Supplement No. 5, 1921.

Authority.—Hague Notice No. 1827 of 1921. (*H. 2902-21.*)

SOUTH-WEST PACIFIC OCEAN—BISMARCK ARCHIPELAGO, GAROWE ISLAND.

Peter Haven, middle entrance—Non-existence of beacons; Decreased depth on shoal.

No. 177 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 859 of 1921), are republished:—

(1) Non-existence of beacons:

Positions.—(a) On the southern end of the northern reef.

Lat. $4^{\circ} 40'$ S., long. $149^{\circ} 34'$ E. (approx.).

(b) On the northern end of the southern reef, at a distance of about 2 cables southward from (a).

Details.—The beacons shown in the above positions are reported not to exist and are to be expunged from the chart.

(2) Decreased depth on shoal:

Position.—In the entrance between northern and southern reefs, on the northern side of the leading line.

Depth.—3 fathoms (5^m5).

Remarks.—This depth is to be substituted for the depth of 4½ fathoms on the chart.

Chart affected.—No. 2015, Plan of Peter haven.

Publication.—Pacific Islands Pilot, Vol. I, 1908, page 380; Supplement No. 3, 1917.

Authority.—Hydrographic Department. (H. 2565-21.)

JAPAN—HOKUSHU, SOUTH COAST.

Mororan Ko—Light buoys established to mark breakwaters under construction.

No. 178 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 873 of 1921), are republished:—

Former Notice.—No. 1939 of 1920. (This office No. 17 of 1921.)

(a) No. 2 light-buoy:

Position.—At a distance of 3.75 cables, 010° , from Shikuzushino hana Δ .

Lat. $42^{\circ} 21'$ N., long. $140^{\circ} 57'$ E. (approx.).

Description.—A light-buoy painted red, surmounted by a spherical topmark, exhibiting two fixed red lights.

Remarks.—This light-buoy marks the outer end of the south breakwater under construction, extending northward from Shikuzushino hana as shown on the chart.

(b) No. 1 light-buoy:

Position.—At a distance of 5.35 cables, 348° , from Shikuzushino hana Δ .

Description.—A light-buoy painted black, surmounted by a framework structure, exhibiting a flashing white light every six and a half seconds.

Remarks.—This light-buoy marks the outer end of the north breakwater under construction from the vicinity of Poroshosuke. The note "*Breakwater under construction*" is to be inserted on the chart.

Chart affected.—No. 3507, Mororan ko.

Publication.—Japan Pilot, 1914, page 717.

Authority.—Tokyo, Department of Communications Notice No. 142 of 1921. (*H. 1748-21.*)

INDIA—WEST COAST.

Bombay Harbour approach—Fishing stakes removed.

No. 172 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 79M. of 1921), are republished:—

Former Notice No. 14-M. of 1921, Admiralty No. 500 of 1921. (*Calcutta No. 55 of 1921.*)

Position.—At a distance of about 10 miles south-westward from Prong's light-house.

Lat. $18^{\circ} 45\frac{1}{2}'$ N., long. $72^{\circ} 41'$ E. (approximate).

Details.—The group of fishing stakes which was reported to exist within the prohibited area in the above position has been removed.

Charts which were temporarily affected—No. 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Cutch to Viziadrug.

Authority.—The Deputy Secretary to the Government of Bombay, Marine Department, Secretariat, Fort, Bombay, dated the 16th June 1921.

INDIA—WEST COAST.

Jaigarh outer light—Mechanism temporarily stopped working.

No. 180 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 80M. of 1921), are republished:—

Position.—On western point of Jaigarh headland.

Lat. $17^{\circ} 18'$ N., long. $73^{\circ} 11'$ E.

Details.—Information has been received that the mechanism of the occulting white light exhibited from the western point of the Jaigarh headland is out of order and that the light is now showing as a fixed white light.

Charts temporarily affected.—No. 247, Jaigarh or Jyghur.

„ 739, Boria Pagoda to Achra river.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

Publications.—Indian List of Lights, 39th issue, 1920, No. 108.
Admiralty List of Lights, Part VI, 1921, No. 410.
West Coast of India Pilot, 1919, page 202.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, dated 20th June 1921.

INDIA—WEST COAST.

Karachi Harbour—Outer gas buoy not burning.

No. 181 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 81M. of 1921), are republished :—

Position.—At a distance of about $3\frac{7}{10}$ cables eastward of the light on the end of the Manora breakwater.

Lat. $24^{\circ} 47' N.$, long. $67^{\circ} 59\frac{1}{4}' E.$

Details.—The outer red conical buoy, exhibiting an occulting red light and marking the eastern limit of the entrance channel is in position but not burning.

Charts temporarily affected.—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwary mouth.

Authority.—The Port Officer, Karachi, telegram dated 21st June 1921.

GULF OF ADEN.

Aden outer harbour—Shoal patches reported.

No. 182 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 82M. of 1921), are republished :—

Details.—Soundings recently taken by the Port Engineer, in the outer harbour, Aden, have revealed the existence of certain shoal patches in the following positions.

Position.—Residency flagstaff. Lat. $12^{\circ} 46\frac{1}{4}' N.$, long. $44^{\circ} 58\frac{1}{2}' E.$

(a) *Position.*—At a distance of about 1 mile and $8\frac{1}{2}$ cables, 272° , from Residency flagstaff.

Lat. $12^{\circ} 46\frac{1}{4}' N.$, long. $44^{\circ} 56\frac{1}{4}' E.$ (approximate).

Details.—A shoal patch of $1\frac{1}{4}$ cables in diameter having a least depth of $3\frac{1}{4}$ fathoms.

(b) *Position.*—At a distance of about 2 miles and $1\frac{1}{4}$ cables, 270° , from Residency flagstaff.

Lat. $12^{\circ} 46\frac{1}{4}' N.$, long. $44^{\circ} 56\frac{1}{4}' E.$ (approximate).

Details.—A shoal patch of $1\frac{1}{4}$ cables in diameter having a least depth of $3\frac{1}{4}$ fathoms.

(c) *Position.*—At a distance of about 2 miles, 260° , from Residency flagstaff.

Lat. $12^{\circ} 46\frac{1}{4}' N.$, long. $44^{\circ} 56\frac{1}{2}' E.$ (Approximately).

Details.—A shoal patch having a least depth of 4 fathoms.

Remarks.—This shoal patch is intended to be marked by a black can buoy (unlighted).

Chart affected.—No. 7, Aden Harbour and Approaches.

Publication.—Red Sea and Gulf of Aden Pilot, 1909, page 403.

Authority.—The Port Officer, Aden, dated 26th May 1921.

INDIA, WEST COAST—KATHIAWAR COAST.

Dwarka Point—Derelict reported south-westward of.

*No. 183 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 83M. of 1921), are republished :—

Position.—At a distance of about 13½ miles south-westward of Dwarka Point light-house.

Lat. 22° 02' N., long. 69° 01' E.

Details.—The Master of SS. "Mahanadi" reports that he passed a derelict of country craft in the above position.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 1420, Dwarka Point to Diu Head.

„ 39, Coasts of Sind and Kutch.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

„ 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 24th June 1921.

INDIA, WEST COAST.

Bombay Harbour entrance. Prong's Reef light buoy—Light re-exhibited.

*No. 184 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 84M. of 1921), are republished :—

Former Notice—No. 78M. of 1921. (*This Office No. 161 of 1921.*)

Date re-exhibited.—27th June 1921.

Position.—At a distance of about 13 cables south-eastward from Prong's light-house.

Lat. 1° 52' N., long. 72° 49½' E.

Details.—The green flashing light exhibited from a large can buoy painted black, marking the south-eastern end of Prong's Reef, which was temporarily extinguished, has been re-lighted and it is now in working order.

Charts which were temporarily affected.—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

Publications.—West Coast of India Pilot, 1919, page 223.
Indian List of Lights, 38th issue, 1920, No. 89a.

Authority.—The Port Officer, Bombay, dated 18th June 1921.

AUSTRALIA, EAST COAST.

Uncharted rock between North Barnard and Dunk islands—Existence doubtful.

No. 185 (first publication).—

With reference to Notice to Mariners, No. 129 of 1921, issued by this office, the Portmaster, Brisbane, has given further Notice (No. 9 of 1921) that a detailed search has recently been made for the rock by the Nautical Surveyor, without locating same, and its existence is considered doubtful. It is surmised that the reported rock was a floating object, and as a buoy has since been picked up in the locality referred to, it is considered that it was the buoy that was seen and reported as a rock.

Charts affected.—Nos. 2349 and 2763; Australia Directory, Vol. 2.

ARABIA, NORTH-EAST COAST—GULF OF OMAN.

Maskat mooring buoy removed; Light extinguished.

No. 186 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 85M. of 1921), are republished:—

Position.—British Consulate Flagstaff.

Lat. $23^{\circ} 37' N.$, long. $58^{\circ} 36' E.$

(1) *Mooring buoys removed.*

(a) *Position.*—At a distance of about $1\frac{1}{2}$ cables, 338° , from the British Consulate Flagstaff.

(b) *Position.*—At a distance of about $2\frac{1}{2}$ cables, 320° , from the British Consulate Flagstaff.

Details.—The two small buoys marked, "Boats Moorings" and a buoy marked "Yacht Moorings," respectively, in the above positions have been withdrawn.

(2) *Light extinguished.*

Former Notice.—No. 116-M. of 1920. (*This office No. 239 of 1920.*)

Position.—At a distance of about $2\frac{1}{10}$ cables, 132° , from Fisher's rock.

Lat. $23^{\circ} 37\frac{1}{2}' N.$, long. $58^{\circ} 36\frac{1}{2}' E.$

Details.—The flashing white light every 5 seconds exhibited from Maskat island has been discontinued.

Remarks.—It is understood that, in due course, the light will be re-established from another position on the island.

Charts affected.—No. 2869, Maskat and Al Matrah (1-2).

„ 2837a, Persian Gulf, Eastern sheet (1).

„ 38, Maskat to Karachi (1).

„ 10c, Maskat to Ras Sukra (1).

Publications.—Admiralty List of Lights, Part VI, 1921, No. 290.

Indian List of Lights, 38th issue, 1921, No. 18.

Persian Gulf Pilot, 1915, pages 43, 44.

Authority.—The Officer Commanding H. M. S. "Crocus" Hydrographic Note No. 1 dated 25th April 1921.

PERSIAN GULF.

Ras al Kuh—Existence of wreck south-eastward of.

No. 187 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 86M. of 1921), are republished :—

Position approximate.—At a distance of about $5\frac{1}{2}$ miles, 156° , from Kuh-i-Mubarak.

Lat. $25^{\circ} 45\frac{1}{2}'$ N., long. $57^{\circ} 21\frac{1}{2}'$ E.

Details.—A single mast about 15 feet above water was observed to the eastward of Ras al Kuh. This appeared to be the mast of a sunken Dhow.

Charts affected.—No. 753, Entrance of the Persian Gulf.

„ 2837a, Persian Gulf, eastern sheet.

„ 748b, Indian Ocean, northern portion.

Authority.—The Officer Commanding H. M. S. “Crocus” Hydrographic Note No. 2, dated 26th June 1921.

The 2nd July 1921.

PHILIPPINE ISLANDS—SEBU ISLAND, EAST COAST.

Sebu Approaches—Information with regard to buoyage.

No. 162 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 802 of 1921), are republished :—

(1) Amended position of buoy :

Position.—At a distance of about 3 cables westward from charted position, and 9.70 cables, 066° , from Bantolinao point light.

Lat. $10^{\circ} 20'$ N., long. $124^{\circ} 00'$ E. (approx.).

Description.—A black can buoy numbered “1.”

(2) Amended position and description of buoy :

Position.—Marking the northern edge of Campanario shoal, at a distance of 0.30 of a cable, 260° , from charted position.

Lat. $10^{\circ} 16'$ N., long. $123^{\circ} 53'$ E. (approx.).

Description.—A can buoy painted in red and black horizontal bands, and not black as shown on the chart.

Chart affected.—No. 3193, Port Sebu and approaches.

Publication.—Eastern Archipelago Pilot, Part I, 1911, pages 393, 394; Supplement No. 5, 1920.

Authority.—U. S. A. Government Chart and List of Buoys, etc., 1920. (H. 1732-20.)

PHILIPPINE ISLANDS—MINDORO, SOUTH-WEST COAST.

Mangarin Bay—Buoy established.

No. 163 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 803 of 1921), are republished :—

Position.—Marking the $1\frac{1}{2}$ -fathom shoal situated at a distance of about a quarter of a mile southward of the wharf on Mangarin point.

Lat. $12^{\circ} 19' 40''$ N., long. $121^{\circ} 05' 10''$ E. (*approx.*).

Description.—A black can buoy.

Chart affected.—No. 971, Semirara, Ilin, and Ambolon islands, etc.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 41.

Authority.—U. S. A. Hyd. Office Notice No. 299 of 1920. (*H. 1398-20.*)

AUSTRALIA—NEW SOUTH WALES.

Split Solitary Island—Amendments to charts with regard to reef north-westward of.

No. 164 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 807 of 1921), are republished :—

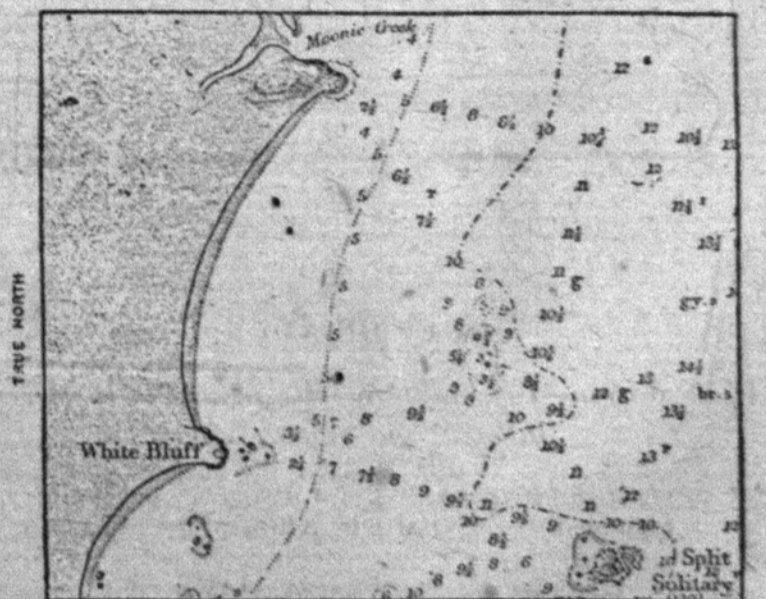
Position.—Lat. $30^{\circ} 13'$ S., long. $153^{\circ} 10'$ E. (*approx.*).

Details.—Amendments to the charts with regard to the reef north-westward of Split Solitary island, consequent upon a recent examination of the vicinity, are shown on the accompanying reproduction of a portion of chart No. 1026.

Charts affected.—No. 1026, The Solitary islands and adjacent coast.
 „ 1027, Goffs islands to Evans head.
 „ 3622, Port Jackson to Cape Byron.

Publication.—Australia Pilot, Vol. III, 1916, page 80 ; Supplement No. 3, 1921.

Authority.—H. M. Surveying Vessel *Fantome*. (*H. 1229-21.*)



Reproduction of Portion of Chart No. 1026

Cables 10 0 1 Sea Mile

PHILIPPINE ISLANDS—KALAMIANES GROUP, KULION ISLAND.

Halsey Harbour Approach—Amendment to chart with regard to shoal.

No. 165 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 808 of 1921), are republished:—

Position.—Saddle rock, lat. $11^{\circ} 47' N.$, long. $119^{\circ} 52' E.$ (approx.).

Details.—The accompanying reproduction of a portion of chart No. 3401 shows the necessary corrections to that chart with regard to the shoal eastward of Saddle rock.

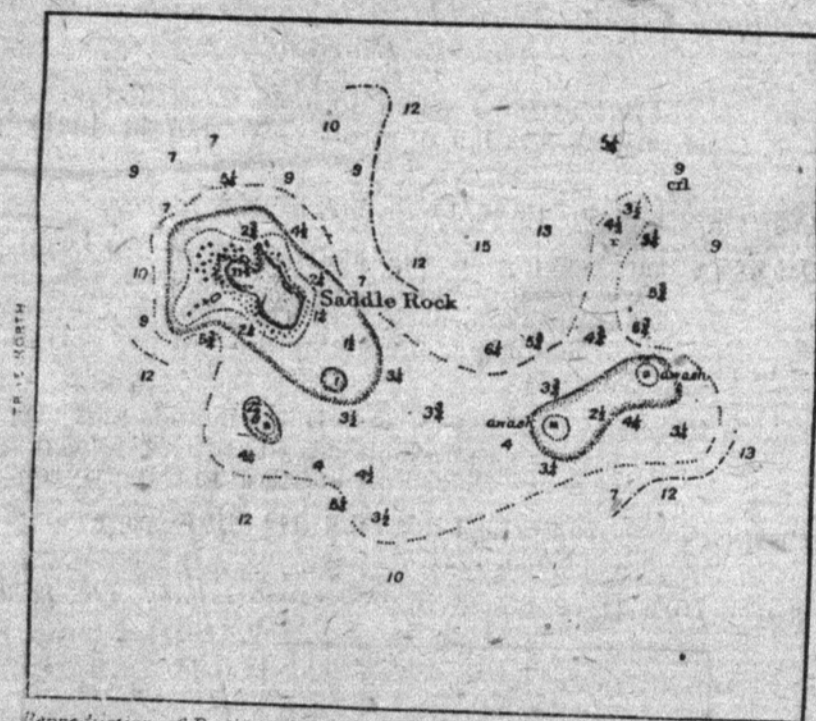
Charts affected.—No. 3401, Halsey harbour.

„ 967, Palawan island.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 53.

Authority.—United States Government Chart. (H. 2188-21.)



Reproduction of Portion of Chart No. 3401.

0 5 10 Cables or 1 Sea Mile

GULF OF ADEN.

Aden W-T Station—Information with regard to Wireless Weather Bulletins and Storm Signals.

No. 166 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 813 of 1921), are republished:—

Position.—Aden W-T station, lat. $12^{\circ} 49' N.$, long. $45^{\circ} 02' E.$ (approx.)

Call signal.—BZF.

Wave length.—2,000 metres.

Details.—Aden W-T station transmits daily, at 0130 and 1330 G.M.T. (civil), a weather bulletin sent out from Simla referring to the meteorological conditions in the eastern portion of the Arabian sea, the message being prefixed by the words "East-Arabian Sea." When the weather is undisturbed the a.m. message will be a repetition of the p.m. message, whilst during unsettled weather the former may or may not be the same.

Example.—"East Arabian sea squally weather near Laccadive islands storm may be forming."

Publications.—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), Nos. 6222a and 6356a.
Red Sea, &c., Pilot, 1909, pages 6 and 410.
Red Sea, &c., Pilot, 1921 (*in press*).

Authority.—Commander-in-Chief, East Indies Station. (H. 8733-20.)

CEYLON, SOUTH COAST.

Matara W-T Station—Information with regard to Wireless Weather Bulletins and Storm Signals.

No. 167 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 814 of 1921), are republished:—

Position.—Matara W-T station, lat. $5^{\circ} 59' N.$, long. $80^{\circ} 32' E.$ (*approx.*).

Call signal.—BZE.

Wave length.—2,000 metres.

Details.—Matara W-T station transmits daily, at 0130 and 1330 G.M.T. (civil), a weather bulletin which consists of two portions; the first portion referring to the Bay of Bengal, sent out from Calcutta, and the second portion relating to the Arabian sea, sent out from Simla. The first portion is prefixed by the word "Bay," and the second portion by the words "Arabian sea." When the weather is undisturbed the a.m. message will be a repetition of the p.m. message, whilst during unsettled weather the former may or may not be the same.

Example.—"Bay moderate storm centre sixteen north ninety east moving north-west.
Arabian sea normal."

Publications.—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), Nos. 6228a and 6359a.
Bay of Bengal Pilot, 1910, pages 77 and 132; Supplement No. 3, 1920.

Authority.—Commander-in-Chief, East Indies Station. (H. 8733-20.)

PHILIPPINE ISLANDS—ILOILO STRAIT, EASTERN ENTRANCE.

Siete Pecados Islets—Buoy established south-westward of.

No. 168 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 823 of 1921), are republished:—

Position.—At a distance of about $3\frac{1}{2}$ cables south-westward from Siete Pecados lighthouse.

Lat. $10^{\circ} 45' 53'' N.$, long. $122^{\circ} 40' 03'' E.$

Description.—A red conical buoy numbered "8."

Chart affected.—No. 2391, Iloilo strait.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 366.

Authority.—Manila Notice No. 3 of 1920. (H. 6135-20.)

PACIFIC OCEAN—NEW IRELAND, EAST COAST.

Tanga (Kaan) Islands—Reported to lie further north-westward than charted.

No. 169 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 824 of 1921), are republished :—

Position on charts.—Summit of Malendok island, lat. $3^{\circ} 30' S.$, long. $153^{\circ} 16' E.$ (approx.).

Details.—Tanga islands are reported to be situated about 14 miles, 304° , from their charted position; a note to this effect is to be placed against them on the charts.

Note.—The height of Malendok island is about 1,200 feet (365m7), the note "(about 1,200)" is to be inserted against it on the charts.

Charts affected.—No. 2766, North-east coast of New Guinea, etc.
 „ 2759a, Australia—northern portion.

Publications.—Pacific Islands Pilot, Vol. I, 1908, page 349.
 Pacific Islands Pilot, Vol. I, 1921 (in press).

Authority.—Tokyo Notice No. 58 of 1921. (H. 2290-21.)

BAY OF BENGAL—HUGHLI RIVER—GABTOLA CHANNEL.

Gabtola light-vessel—Alteration in character.

No. 170-I (second publication).—

Former Notice.—No. 303-I of 1917.

Subject.—The character of the Gabtola light-vessel has been altered from fixed white to flashing white, approximately one second light and one second eclipse. The light is exhibited from a lantern on a lattice work superstructure erected on the forecastle.

Position.—Lat. $21^{\circ} 48\frac{1}{2}' N.$, long. $88^{\circ} 02\frac{1}{2}' E.$

Elevation.—25 feet.

Visibility.—8 miles.

Remarks.—It also carries a fixed stern light at a height of 18 feet above the water.

Should the flashing apparatus become out of order, a fixed white light, on the mast, 44 feet above the water, will be temporarily displayed.

Charts affected.—No. 814, The Sandheads—False Point to Matla river.

„ 136, Hughli river.

Publications.—List of Lights, Part VI, 1921, No. 616.

Bay of Bengal Pilot, 1910, page 300; Supplement No. 5, 1920.

Authority.—Deputy Conservator, Port of Calcutta.

The 27th June 1921.

GULF OF ADEN—BRITISH SOMALILAND.

Zeila Roadstead—Buoys established; Alteration in position of Buoys.

No. 156 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 73 M. of 1921), are republished :—

Former Notice.—No. 47-M. of 1920. (This Office No. 119 of 1920).

Details.—Information has been received from the Commanding Officer, R. I. M. S. "Dalhousie," that the buoys marking the entrance to Zeila Harbour has been laid in the following positions:—

(1) Buoys established.

(a) Aibat Island Reef Buoy.

Position.—At a distance of $3\frac{8}{10}$ miles 95° (S. 82° E. Mag.) from the white beacon at the northern end of Aibat Island.

Lat. $11^{\circ} 30\frac{1}{4}'$ N., long. $43^{\circ} 32\frac{1}{2}'$ E. in 8 fathoms sand and coral.

Description.—A red conical buoy, surmounted with staff and ball.

(b) Channel Reef Buoy.

Position.—At a distance of $5\frac{8}{10}$ miles 119° (S. 58° E. Mag.) from the white beacon at the northern end of Aibat Island.

Lat. $11^{\circ} 28\frac{1}{4}'$ N., long. $43^{\circ} 33\frac{1}{4}'$ E. in 8 fathoms sand and coral.

Description.—A spherical Buoy, painted with red and white horizontal stripes and surmounted with staff and ball.

(2) Alteration in position of Buoys.

(a) Shub Filfil Shoal Buoy.

Amended position.—At a distance of about 6 cables 61° (N. 64° E. Mag.) from the former charted position, and at a distance of about $7\frac{1}{2}$ miles 116° (S. 61° E. Mag.) from the white beacon at the northern end of Aibat Island.

Lat. $11^{\circ} 27\frac{3}{4}'$ N., long. $43^{\circ} 35\frac{1}{4}'$ E. in 10 fathoms sand and coral.

Description.—A can buoy painted with black and white horizontal stripes and surmounted with staff and drum.

(b) Sea Gull Shoal Buoy.

Amended position.—At a distance of about 1 cable northward of the former charted position and at a distance of $\frac{1}{2}$ mile 79° (N. 82° E. Mag.) from the consulate F. S. Lat. $11^{\circ} 23\frac{1}{4}'$ N., long. $43^{\circ} 38\frac{1}{4}'$ E. in 9 fathoms sand and coral.

Variation.— 3° W.

Charts affected.—No. 919, Plan of Zeila Roadstead.

„ 253, Jebel Jan to Shab Kulangarit.

„ 8e Red Sea, Sheet V.

„ 6b Gulf of Aden, Western portion.

Publication.—Red Sea and Gulf of Aden Pilot. 1921, in press.

Authority.—The Port Officer, Aden, dated 27th May 1921.

INDIA, WEST COAST.

Goa, Mandovi river entrance—Annual extinction of leading lights.

No. 157 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 74M. of 1921), are republished:—

Details.—The Captain of the Ports for Portuguese India has notified that the light houses of Campal, Malim, Reis Magos Verme and Marea Tejo will not be lighted from the 15th June to the 15th August 1921, owing to the impracticability of the bar for navigation during the South-West Monsoon.

Charts temporarily affected.—No. 492, Aguada to St. George Island.

„ 740, Achra River to Cape Ramas.

Authority.—His Britannic Majesty's Consul for Goa, dated 31st May 1921.

INDIA, WEST COAST—KATHIAWAR COAST.

Diu Harbour—Annual extinction of leading lights.

No. 158 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 75M of 1921), are republished:—

Details.—The Captain of the Ports for Portuguese India has notified that the lights of Forte de Mar, Covraca, Forte de Simbor and Forte de Barra at Brancavara will be kept extinguished from the 15th June to the 31st August 1921.

Charts temporarily affected.—No. 50, Diu Head to Gopnath point.

Authority.—His Britannic Majesty's Consul for Goa, dated 31st May 1921.

INDIA, WEST COAST.

Derelict reported.

No. 159 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 76M of 1921), are republished:—

Details.—The Master of SS. "Cooeyanna" reports a derelict of a Buggalow, dismasted, in the following position and it appears to be drifting.

Position.—Lat. 20° 56' N., long. 67° 14' E.

Caution.—This derelict constitutes a danger to navigation, being in the track of shipping.

Charts temporarily affected.—No. 826, Karachi to Vengurla.

" 1012, Arabian Sea.

" 784b, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 16th June 1921.

INDIA, WEST COAST.

Buoys between Alibag and Bhatkal removed.

No. 160 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 77M. of 1921), are republished:—

Details.—The following mark and buoys were removed from their positions, for the south-west Monsoon, on the dates noted against them.

Alibag Reef buoy	...	15th May 1921.
Baukot Creek Buoy	...	8th "
Ambalgarh Reef Buoy	...	24th "
Malvan Red light boat	...	1st June "
Malvan Rajkot Rocks Buoy	...	26th May "
Malvan Harbour Buoy	...	1st June "
Malvan Johnston Castle	Rock	
Buoy	...	25th May "
Malvan Outer Rock Buoy	...	24th "
Chaldea Rock Buoy	...	21st "
Bubra Rock Buoy	...	17th "
Vengurla South Rock Buoy	...	18th "
Modeshwar Dart Rock Buoy	...	19th "
Bhatkal Rock Buoy	...	16th "

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, dated 15th June 1921.

INDIA, WEST COAST—BOMBAY HARBOUR ENTRANCE.

Prongs Reef, Light Buoy—Light temporarily extinguished.

No. 161 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 78M of 1921), are republished:—

Position.—At a distance of about 13 cables south-eastward from Prongs Light house.

Lat. $18^{\circ} 52' N.$, Long. $72^{\circ} 49\frac{1}{4}' E.$

Details.—The green flashing light exhibited from a large can buoy, painted black, marking the south-eastern end of Prongs Reef, has been temporarily extinguished.

Remarks.—A further notice will be given when the light has been re-exhibited.

Charts temporarily affected.—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

Publications.—West Coast of India Pilot 1919, page 223. Indian List of Lights No. 89 a.

Authority.—The Port Officer, Bombay, dated 18th June 1921.

W. K. THYNE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, JULY 27, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are published for general information.

W. K. THYNE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

A. MARR,
*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 19th July 1921.

RED SEA.—EASTERN SHORE.

Yenbo—Beacon disappeared.

*No. 188 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 87M. of 1921), are republished :—

Position.—At a distance of about 3 cables, 117° (S. 63° E. Mag.) from the conspicuous Tomb on plan; Lat. $24^{\circ} 05' 02''$ N., long. $38^{\circ} 02' 24''$ E. (approximate).

Details.—The Master of the SS. "Duplex" reports that the above-mentioned beacon has disappeared.

Remarks.—The other beacons are in a very bad state of repair and are liable to be washed or blown away at any time.

Variation.—Nil.

Chart affected.—No. 8b, Red Sea, Sheet II, with plan.

Publication.—Red Sea and Gulf of Aden Pilot, 1909, page 312.

Authority.—The Port Officer, Aden, dated 24th June 1921.

RED SEA—EASTERN SHORE.

Kamaran Passage, Southern approach—Buoys relaid.

No. 189 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 88M. of 1921), are republished:—

Former Notice.—No. 33-M. of 1921 (*This Office No. 86 of 1921*) is hereby cancelled.

Details.—The Officer Commanding, R. I. M. S. "Dalhousie" reports that the buoys in the Southern Entrance to Kamaran Bay have been relaid in the following position:—

(a) *Position.*—At a distance of $3\frac{8}{10}$ cables, 324° from the iron beacon on Ras-el-Bayadh.
Lat. $15^{\circ} 16' N.$, long. $42^{\circ} 35\frac{1}{2}' E.$ (approximate).

Description.—A black can port hand buoy without any top mark.

(b) *Position.*—At a distance of $3\frac{3}{10}$ cables, 26° from the iron beacon on Ras-el-Bayadh.

Description.—A red conical buoy with staff and cylinder top mark.

Chart affected.—No. 543, Kamaran passage and Southern approach.

Publication.—Red Sea and Gulf of Aden Pilot 1909, pages 363, 364.

Authority.—The Port Officer, Aden, dated 24th June 1921.

INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

Bombay Floating Light Vessel—Submarine bell reported not in working order.

No. 190 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 89M. of 1921), are republished:—

Former Notice.—No. 71-M. of 1921. (*This Office No. 153 of 1921.*)

Position.—Lat. $18^{\circ} 50' 00'' N.$, long. $72^{\circ} 44' 00'' E.$

Details.—The Bombay Floating Light Vessel's submarine bell is reported not in working order.

Charts affected.—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrag.

„ 826, Karachi to Vengurla.

Publications.—West Coast of India Pilot, 1919, page 220.

Indian List of Lights, 39th Issue, 1921, No. 89.

List of Lights, Part VI, 1921, No. 384.

Authority.—The Port Officer, Bombay, dated 4th July 1921.

AFRICA, EAST COAST—KILWA MAIN PASS.

Kilwa Kivinje—Anchorage buoy established.

No. 191 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 90M. of 1921), are republished:—

Position.—At a distance of about 14 miles northward of Kilwa Kivinje.

Lat. $8^{\circ} 43' 40'' S.$, long. $39^{\circ} 25' 15'' E.$

Description.—A black conical buoy, with triangle top mark.

Remarks.—This buoy marks the anchorage in the north of Kilwa Kivinje.

Charts affected.—No. 1032, Channels between Kilwa point and north Mafia Channel.

„ 662, Kilwa point to Zanzibar Channel.

Publication.—Africa Pilot, Part III, 1915, page 343.

Authority.—Commander in Chief, East Indies Station, dated 2nd July 1921.

CHINA, KWANGTUNG PENINSULA.

Dairen Harbour—Increased visibility of certain harbour lights.

No. 192 (*first publication*).—The Coast Inspector, Shanghai, has given Notice (No. 731 of 1921) that the following information has been received from the Japanese authorities at Dairen regarding the increased visibility of certain lights in Dairen Harbour:—

Name of Light.	Visibility in clear weather increased to—
Light Pole of Oil Pier (U) ...	11 miles.
Southern Light of East Entrance (U) ...	11 „
Northern Light of East Entrance (U) ...	11 „
Southern Light of West Entrance (U) ...	10½ „
Northern Light of West Entrance (U) ...	10½ „
Eastern Light of North Entrance (U) ...	13½ „
Western Light of North Entrance (U) ...	13½ „

CHINA, GULF OF PECHILI—APPROACH TO THE HAIHO, TAKU BAR.

Taku Bar Leading Marks (Lights)—Intended alterations in characteristics of lights.

No. 193 (*first publication*).—The Coast Inspector, Shanghai, has given Notice (No. 732 of 1921) that on or about the 4th July 1921 the characteristics of the lights exhibited on the Taku Bar Leading Marks will be altered as follows:—

Front, or Low, Mark (Light).—The visibility of this light will be increased so that it will be visible in clear weather for a distance of 12 miles.

Rear, or High, Mark (Light).—The characteristic of this light will be changed from a fixed *white* light to a *white* light occulting every 4 seconds, thus:—

Light ...	2 seconds.
Eclipse ...	2 „

It will be visible in clear weather for a distance of 15 miles and its arc of visibility so arranged that the light will show 15° northward and 30° southward of the Taku Bar Leading Line, i.e., the light will only be visible between the bearings N. 87° W. and N. 42° W.

All bearings given are magnetic.

The 9th July 1921.

SOUTH PACIFIC OCEAN—NEW BRITAIN.

Groot Harbour—Beacons to be expunged from chart.

No. 171 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 841 of 1921), are republished:—

(a) *Position.*—At the head of Groot harbour.

Lat 4° 14' S., long. 152° 15' E. (*approx.*).

Description.—Two red and white leading beacons surmounted by triangles.

(b) *Position.*—Near the extremity of the spit extending eastward from Matupi island.

Lat. $4^{\circ} 15' S.$, long. $152^{\circ} 13' E.$ (*approx.*).

Description.—A white tripod beacon.

Remarks.—The above beacons no longer exist and are to be expunged from the chart, together with the leading line for entering Greet harbour.

Chart affected.—No. 524, Blanche bay. Greet harbour.

Publication.—Pacific Islands Pilot, Vol. I, 1908, page 368.

Authority.—Hydrographic Department. (*H. 2564-21.*)

EASTERN ARCHIPELAGO—STRAIT OF MAKASSAR.

Little Paternoster Islands—Information with regard to names; Existence of shoals.

No. 172 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 842 of 1921), are republished :—

(1) Information with regard to names of islands :

(a) The "Little Paternoster" islands are no longer known by the alternative name "Balabalagan," which name is to be expunged from the chart.

(b) *Position.*—Lat. $2^{\circ} 32' S.$, long. $117^{\circ} 57' E.$ (*approx.*).

Correction.—The island in the above position is known as "Ambo," and not "Balabalagan" as shown on the charts.

(c) *Position.*—Lat. $2^{\circ} 27' S.$, long. $117^{\circ} 39' E.$ (*approx.*).

Correction.—The island in the above position is known as "Seloang," and not "Semangil" as shown on the charts.

(d) *Position.*—Lat. $2^{\circ} 19' S.$, long. $117^{\circ} 14' E.$ (*approx.*).

Correction.—The island in the above position is known as "Salingsingan," and not "Teleensingan" as shown on the charts.

Remarks.—The alternative name "Teleensingan" against the islands Sangai, Sebangkatan, Kamarian Besar and Saboyan is also to be expunged from the charts.

(2) Existence of shoals :

(a) *Position.*—At a distance of about one mile north-eastward from Seloang.

Lat. $2^{\circ} 25' 35'' S.$, long. $117^{\circ} 40' 06'' E.$

Depth.—4 fathoms (7^m3).

Remarks.—The shoal is about one mile in length and extends in a 021° and 201° direction.

(b) *Position.*—At a distance of about 2 miles north-westward from Semanga Kechil.

Lat. $2^{\circ} 23' 30'' S.$, long. $117^{\circ} 23' 00'' E.$

Remarks.—The shoal, the centre of which is in the above position, is about $1\frac{1}{4}$ miles in length and extends in a north-westerly and south-easterly direction.

Note.—The note "*Discol^d water*" is to be placed against this shoal on the charts.

(c) *Position.*—At a distance of about 5 miles eastward from Salingsingan.

Lat. $2^{\circ} 19' 00''$ S., long. $117^{\circ} 18' 12''$ E.

Depth.—9 fathoms (16^m5).

Note.—The positions given refer to chart No. 2637.

Charts affected.—No. 2637, South part of the Strait of Makassar.

" 941b, Eastern archipelago—sheet 2.

" 2759a, Australia—northern portion. (1).

Publications.—List of Lights, Part VI, 1921, No. 1026a.

Eastern Archipelago Pilot, Part II, 1913, pages 357 to 361; Supplement No. 5, 1921.

Authority.—Hague Notice No. 448 of 1921. (H. 1758-21).

JAPAN—GULF OF TOKYO.

(1) *Tateyama Wan*—*Mooring-buoys established.*

(2) *Tokyo (Yedo) bay measured distance*—*Buoy established; alteration in position and description of buoy.*

No. 173 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 853 of 1921), are re-published:—

(1) **Tateyama Wan.**

(a) *Position.*—At a distance of about 8 cables northward from Takanosima.

Lat. $35^{\circ} 00' 21''$ N., long. $139^{\circ} 50' 18''$ E.

(b) *Position.*—At a distance of 3.30 cables, 315° , from (a).

Description.—Each a mooring-buoy.

(2) **Tokyo (Yedo) Bay measured distance.**

(a) *Buoy established:*

Position.—At a distance of 2.05 miles, 330° , from the front beacon near Anegasaki.

Lat. $35^{\circ} 39' N.$, long. $140^{\circ} 00' E.$ (*approx.*).

Description.—A red conical buoy with staff and ball topmark.

(b) *Alteration in position and description of buoy:*

New position.—At a distance of about 4 cables north-westward from former charted position, and 1.78 miles, 330° , from the front beacon near Imae.

Lat. $35^{\circ} 29' N.$, long. $139^{\circ} 57' E.$ (*approx.*).

New description.—A red conical buoy with staff and ball topmark.

Chart affected.—No. 2637, Gulf of Tokyo or Yedo.

Publication.—Japan Pilot, 1914, pages 197, 211; Supplement No. 4, 1920.

Authority.—Tokyo Notices Nos. 222 of 1920 and 63 of 1921.

(H. 8079-20 & 2293-21.)

JAPAN—SHIMONOSEKI KAIKYO

Moji ko—Mooring-buoy established.

No. 174 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 856 of 1921), are republished:—

Position.—At a distance of 2·50 cables, 298° , from the storm signal mast on the western corner of the harbour office at Moji.

Lat. $33^{\circ} 57' N.$, long. $130^{\circ} 57' E.$ (*approx.*).

Description.—A mooring-buoy painted red and numbered “6.”

Charts affected.—No. 3114, Moji and Shimonoseki ko.
 „ 1578, Shimonoseki kaikyo.

Publication.—Japan Pilot, 1914, page 563.

Authority.—Tokyo Notice No. 209 of 1920. (*H. 7120-20.*)

SOUTH PACIFIC OCEAN—SOLOMON ISLANDS, PAVUVU ISLANDS.

Kakau Islet—Shoal southward of.

No. 175 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 857 of 1921), are republished:—

Position (approximate).—At a distance of 7 cables, 168° , from the centre of Kakau islet.

Lat. $9^{\circ} 02' S.$, long. $159^{\circ} 17' E.$ (*approx.*).

Depth.— $2\frac{1}{2}$ fathoms (4^m6).

Charts affected.—No. 2355, Pavuvu islands.
 „ 214, Solomon islands.

Publication.—Pacific Islands Pilot, Vol. I, 1908, page 281.

Authority.—Resident Commissioner, Solomon Islands. (*H. 461-20.*)

JAVA, NORTH COAST.

Inderamayu, West Road—Alteration in position of buoy.

No. 176 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 858 of 1921), are republished:—

New position.—On the eastern side of Inderamayu west road, at a distance of about 7 cables north-eastward from former position.

Lat. $6^{\circ} 14' 00'' S.$, long. $108^{\circ} 14' 35'' E.$, on chart No. 1653.

Description.—A black conical buoy with ball topmark.

Charts affected.—No. 1653, Island of Java—western portion.
 „ 941a, Eastern Archipelago—sheet I.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 108; Supplement No. 5, 1921.

Authority.—Hague Notice No. 827 of 1921. (*H. 2902-21.*)

SOUTH-WEST PACIFIC OCEAN—BISMARCK ARCHIPELAGO, GAROWE ISLAND.

Peter Haven, middle entrance—Non-existence of beacons; Decreased depth on shoal.

No. 177 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 859 of 1921), are republished:—

(1) Non-existence of beacons:

Positions.—(a) On the southern end of the northern reef.

Lat. $4^{\circ} 40' S.$, long. $149^{\circ} 34' E.$ (approx.).

(b) On the northern end of the southern reef, at a distance of about 2 cables southward from (a).

Details.—The beacons shown in the above positions are reported not to exist and are to be expunged from the chart.

(2) Decreased depth on shoal:

Position.—In the entrance between northern and southern reefs, on the northern side of the leading line.

Depth.—3 fathoms (5^m5).

Remarks.—This depth is to be substituted for the depth of $4\frac{1}{2}$ fathoms on the chart.

Chart affected.—No. 2015, Plan of Peter haven.

Publication.—Pacific Islands Pilot, Vol. I, 1908, page 380; Supplement No. 3, 1917.

Authority.—Hydrographic Department. (H. 2565-21.)

JAPAN—HOKUSHU, SOUTH COAST.

Mororan Ko—Light buoys established to mark breakwaters under construction.

No. 178 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 873 of 1921), are republished:—

Former Notice.—No. 1939 of 1920. (This office No. 17 of 1921.)

(a) No. 2 light-buoy:

Position.—At a distance of 3.75 cables, 010° , from Shikuzushino hana Δ .

Lat. $42^{\circ} 21' N.$, long. $140^{\circ} 57' E.$ (approx.).

Description.—A light-buoy painted red, surmounted by a spherical topmark, exhibiting two fixed red lights.

Remarks.—This light-buoy marks the outer end of the south breakwater under construction, extending northward from Shikuzushino hana as shown on the chart.

(b) No. 1 light-buoy:

Position.—At a distance of 5.35 cables, 348° , from Shikuzushino hana Δ .

Description.—A light-buoy painted black, surmounted by a framework structure, exhibiting a flashing white light every six and a half seconds.

Remarks.—This light-buoy marks the outer end of the north breakwater under construction from the vicinity of Poroshosuke. The note "*Breakwater under construction*" is to be inserted on the chart.

Chart affected.—No. 3507, Mororan ko.

Publication.—Japan Pilot, 1914, page 717.

Authority.—Tokyo, Department of Communications Notice No. 142 of 1921. (*H. 1748-21.*)

INDIA—WEST COAST.

Bombay Harbour approach—Fishing stakes removed.

No. 179 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 79M. of 1921), are republished:—

Former Notice No. 14-M. of 1921, Admiralty No. 500 of 1921. (*Calcutta No. 55 of 1921.*)

Position.—At a distance of about 10 miles south-westward from Prong's light-house.

Lat. $18^{\circ} 45\frac{1}{2}'$ N., long. $72^{\circ} 41'$ E. (approximate).

Details.—The group of fishing stakes which was reported to exist within the prohibited area in the above position has been removed.

Charts which were temporarily affected.—No. 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Cutch to Viziadrug.

Authority.—The Deputy Secretary to the Government of Bombay, Marine Department, Secretariat, Fort, Bombay, dated the 16th June 1921.

INDIA—WEST COAST.

Jaigarh outer light—Mechanism temporarily stopped working.

No. 180 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 80M. of 1921), are republished:—

Position.—On western point of Jaigarh headland.

Lat. $17^{\circ} 18'$ N., long. $73^{\circ} 11'$ E.

Details.—Information has been received that the mechanism of the occulting white light exhibited from the western point of the Jaigarh headland is out of order and that the light is now showing as a fixed white light.

Charts temporarily affected.—No. 247, Jaigarh or Jyghur.

„ 739, Boria Pagoda to Achra river.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

Publications.—Indian List of Lights, 39th issue, 1920, No. 108.

Admiralty List of Lights, Part VI, 1921, No. 410.

West Coast of India Pilot, 1919, page 202.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, dated 20th June 1921.

INDIA—WEST COAST.

Karachi Harbour—Outer gas buoy not burning.

No. 181 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 81M. of 1921), are republished :—

Position.—At a distance of about $3\frac{7}{16}$ cables eastward of the light on the end of the Manora breakwater.

Lat. $24^{\circ} 47' N.$, long. $67^{\circ} 59\frac{1}{4}' E.$

Details.—The outer red conical buoy, exhibiting an occulting red light and marking the eastern limit of the entrance channel is in position but not burning.

Charts temporarily affected.—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwary mouth.

Authority.—The Port Officer, Karachi, telegram dated 21st June 1921.

GULF OF ADEN.

Aden outer harbour—Shoal patches reported.

No. 182 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 82M. of 1921), are republished :—

Details.—Soundings recently taken by the Port Engineer, in the outer harbour, Aden, have revealed the existence of certain shoal patches in the following positions.

Position.—Residency flagstaff. Lat. $12^{\circ} 46\frac{1}{4}' N.$, long. $44^{\circ} 58\frac{1}{4}' E.$

(a) *Position.*—At a distance of about 1 mile and $8\frac{1}{2}$ cables, 272° , from Residency flagstaff.

Lat. $12^{\circ} 46\frac{1}{4}' N.$, long. $44^{\circ} 56\frac{1}{4}' E.$ (approximate).

Details.—A shoal patch of $1\frac{1}{2}$ cables in diameter having a least depth of $3\frac{1}{4}$ fathoms.

(b) *Position.*—At a distance of about 2 miles and $1\frac{1}{2}$ cables, 270° , from Residency flagstaff.

Lat. $12^{\circ} 46\frac{1}{4}' N.$, long. $44^{\circ} 56\frac{1}{4}' E.$ (approximate).

Details.—A shoal patch of $1\frac{1}{2}$ cables in diameter having a least depth of $3\frac{1}{4}$ fathoms.

(c) *Position.*—At a distance of about 2 miles, 260° , from Residency flagstaff.

Lat. $12^{\circ} 46\frac{1}{4}' N.$, long. $44^{\circ} 56\frac{1}{4}' E.$ (Approximately).

Details.—A shoal patch having a least depth of 4 fathoms.

Remarks.—This shoal patch is intended to be marked by a black can buoy (unlighted).

Chart affected.—No. 7, Aden Harbour and Approaches.

Publication.—Red Sea and Gulf of Aden Pilot, 1909, page 403.

Authority.—The Port Officer, Aden, dated 26th May 1921.

INDIA, WEST COAST—KATHIAWAR COAST.

Dwarka Point—Derelict reported south-westward of.

*No. 183 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 83M. of 1921), are republished:—

Position.—At a distance of about 13½ miles south-westward of Dwarka Point light-house.

Lat. 22° 02' N., long. 69° 01' E.

Details.—The Master of SS. "Mahanadi" reports that he passed a derelict of country craft in the above position.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 1420, Dwarka Point to Diu Head.

„ 39, Coasts of Sind and Kutch.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

„ 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 24th June 1921.

INDIA, WEST COAST.

Bombay Harbour entrance. Prong's Reef light buoy—Light re-exhibited.

*No. 184 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 84M. of 1921), are republished:—

Former Notice.—No. 78M. of 1921. (*This Office No. 161 of 1921.*)

Date re-exhibited.—27th June 1921.

Position.—At a distance of about 13 cables south-eastward from Prong's light-house.

Lat. 18° 52' N., long. 72° 49½' E.

Details.—The green flashing light exhibited from a large can buoy painted black, marking the south-eastern end of Prong's Reef, which was temporarily extinguished, has been re-lighted and it is now in working order.

Charts which were temporarily affected.—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

Publications.—West Coast of India Pilot, 1919, page 223.
Indian List of Lights, 38th issue, 1920, No. 89a.

Authority.—The Port Officer, Bombay, dated 18th June 1921.

AUSTRALIA, EAST COAST.

*Uncharted rock between North Barnard and Dunk islands—Existence
doubtful.

No. 185 (second publication).—

With reference to Notice to Mariners, No. 129 of 1921, issued by this office, the Portmaster, Brisbane, has given further Notice (No. 9 of 1921) that a detailed search has recently been made for the rock by the Nautical Surveyor, without locating same, and its existence is considered doubtful. It is surmised that the reported rock was a floating object, and as a buoy has since been picked up in the locality referred to, it is considered that it was the buoy that was seen and reported as a rock.

Charts affected.—Nos. 2349 and 2763; Australia Directory, Vol. 2.

ARABIA, NORTH-EAST COAST—GULF OF OMAN.

Maskat mooring buoy removed; Light extinguished.

No. 186 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 85M. of 1921), are republished:—

Position.—British Consulate Flagstaff.

Lat. $23^{\circ} 37' N.$, long. $58^{\circ} 36' E.$

(1) *Mooring buoys removed.*

(a) *Position.*—At a distance of about $1\frac{1}{2}$ cables, 338° , from the British Consulate Flagstaff.

(b) *Position.*—At a distance of about $2\frac{1}{2}$ cables, 320° , from the British Consulate Flagstaff.

Details.—The two small buoys marked, "Boats Moorings" and a buoy marked "Yacht Moorings," respectively, in the above positions have been withdrawn.

(2) *Light extinguished.*

Former Notice.—No. 116-M. of 1920. (*This office No. 239 of 1920.*)

Position.—At a distance of about $2\frac{7}{10}$ cables, 132° , from Fisher's rock.

Lat. $23^{\circ} 37\frac{1}{2}' N.$, long. $58^{\circ} 36\frac{1}{2}' E.$

Details.—The flashing white light every 5 seconds exhibited from Maskat island has been discontinued.

Remarks.—It is understood that, in due course, the light will be re-established from another position on the island.

Charts affected.—No. 2869, Maskat and Al Matrah (1-2).

„ 2837a, Persian Gulf, Eastern sheet (1).

„ 38, Maskat to Karachi (1).

„ 10c, Maskat to Ras Sukra (1).

Publications.—Admiralty List of Lights, Part VI, 1921, No. 290.
Indian List of Lights, 38th issue, 1921, No. 18.
Persian Gulf Pilot, 1915, pages 43, 44.

Authority.—The Officer Commanding H. M. S. "Crocus" Hydrographic Note No. 1, dated 25th April 1921.

PERSIAN GULF.

Ras al Kuh—Existence of wreck south-eastward of.

No. 187 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 86M. of 1921), are republished:—

Position approximate.—At a distance of about $5\frac{1}{4}$ miles, 156° , from Kuh-i-Mubarak.

Lat. $25^{\circ} 45\frac{1}{2}'$ N., long. $57^{\circ} 214'$ E.

Details.—A single mast about 15 feet above water was observed to the eastward of Ras al Kuh. This appeared to be the mast of a sunken Dhow.

Charts affected.—No. 753, Entrance of the Persian Gulf.

„ 2837a, Persian Gulf, eastern sheet.

„ 748b, Indian Ocean, northern portion.

Authority.—The Officer Commanding H. M. S. “Crocus” Hydrographic Note No. 2, dated 26th June 1921.

The 2nd July 1921.

PHILIPPINE ISLANDS—SEBU ISLAND, EAST COAST.

Sebu Approaches—Information with regard to buoyage.

No. 162 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 802 of 1921), are republished:—

(1) Amended position of buoy:

Position.—At a distance of about 3 cables westward from charted position, and 9.70 cables, 066° , from Bantolinao point light.

Lat. $10^{\circ} 20'$ N., long. $124^{\circ} 00'$ E. (*approx.*).

Description.—A black can buoy numbered “1.”

(2) Amended position and description of buoy:

Position.—Marking the northern edge of Campanario shoal, at a distance of 0.30 of a cable, 260° , from charted position.

Lat. $10^{\circ} 16'$ N., long. $123^{\circ} 53'$ E. (*approx.*).

Description.—A can buoy painted in red and black horizontal bands, and not black as shown on the chart.

Chart affected.—No. 3193, Port Sebu and approaches.

Publication.—Eastern Archipelago Pilot, Part I; 1911, pages 393, 394; Supplement No. 5, 1920.

Authority.—U. S. A. Government Chart and List of Buoys, etc., 1920. (*H. 1732-20.*)

PHILIPPINE ISLANDS—MINDORO, SOUTH-WEST COAST:

Mangarin Bay—Buoy established.

No. 163 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 803 of 1921), are republished:—

Position.—Marking the $1\frac{1}{2}$ -fathom shoal situated at a distance of about a quarter of a mile southward of the wharf on Mangarin point.

Lat. $12^{\circ} 19' 40''$ N., long. $121^{\circ} 05' 10''$ E. (approx.).

Description.—A black can buoy.

Chart affected.—No. 971, Semirara, Ilin, and Ambolon islands, etc.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 41.

Authority.—U. S. A. Hyd. Office Notice No. 299 of 1920. (H. 1398-20.)

AUSTRALIA—NEW SOUTH WALES.

Split Solitary Island—Amendments to charts with regard to reef north-westward of.

No. 164 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 807 of 1921), are republished:—

Position.—Lat. $30^{\circ} 13'$ S., long. $153^{\circ} 10'$ E. (approx.).

Details.—Amendments to the charts with regard to the reef north-westward of Split Solitary island, consequent upon a recent examination of the vicinity, are shown on the accompanying reproduction of a portion of chart No. 1026.

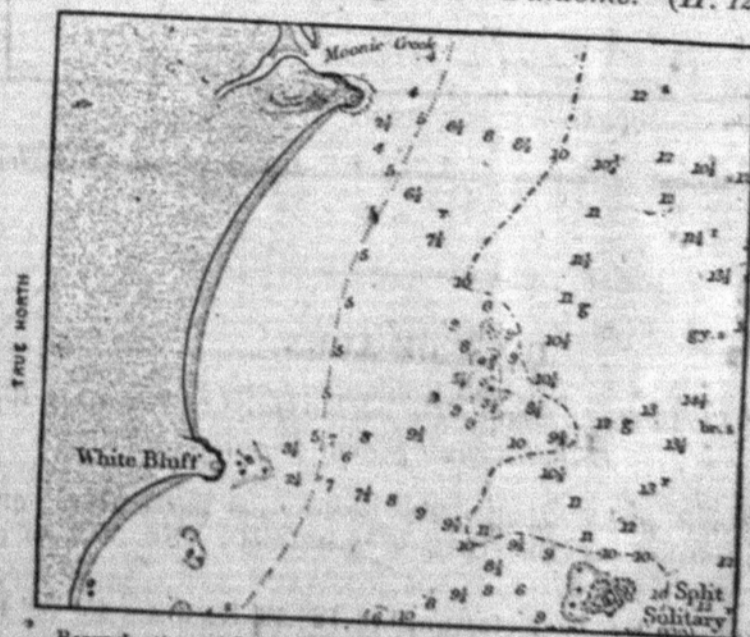
Charts affected.—No. 1026, The Solitary islands and adjacent coast.

„ 1027, Coffs islands to Evans head.

„ 3622, Port Jackson to Cape Byron.

Publication.—Australia Pilot, Vol. III, 1916, page 80; Supplement No. 3, 1921.

Authority.—H. M. Surveying Vessel *Fantome*. (H. 1229-21.)



Reproduction of Portion of Chart No. 1026.

Cables 10 0 Sea Miles

PHILIPPINE ISLANDS—KALAMIANES GROUP, KULION ISLAND.

Halsey Harbour Approach—Amendment to chart with regard to shoal.

No. 165 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 808 of 1921), are republished:—

Position.—Saddle rock, lat. $11^{\circ} 47' N.$, long. $119^{\circ} 52' E.$ (*approx.*).

Details.—The accompanying reproduction of a portion of chart No. 3401 shows the necessary corrections to that chart with regard to the shoal eastward of Saddle rock.

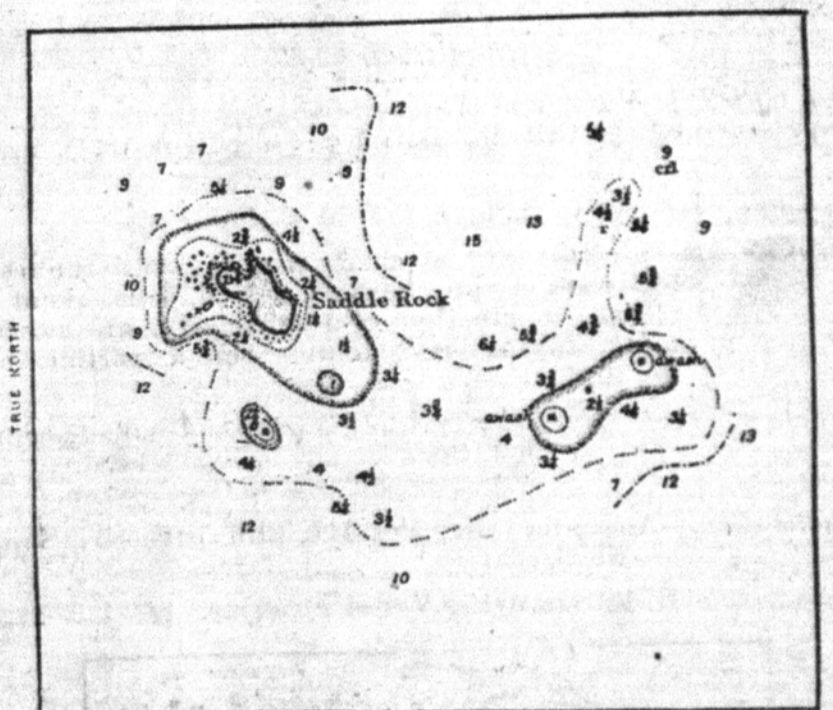
Charts affected.—No. 3401, Halsey harbour.

„ 967, Paláwan island.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 53.

Authority.—United States Government Chart. (*H. 2188-21.*)



Reproduction of Portion of Chart No. 3401.

0 5 10 Cables or 1 Sea Mile

GULF OF ADEN.

Aden W-T Station—Information with regard to Wireless Weather Bulletins and Storm Signals.

No. 166 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 813 of 1921), are republished:—

Position.—Aden W-T station, lat. $12^{\circ} 49' N.$, long. $45^{\circ} 02' E.$ (*approx.*)

Call signal.—BZF.

Wave length.—2,000 metres.

Details.—Aden W-T station transmits daily, at 0130 and 1330 G.M.T. (civil), a weather bulletin sent out from Simla referring to the meteorological conditions in the eastern portion of the Arabian sea, the message being prefixed by the words "East Arabian Sea." When the weather is undisturbed the a.m. message will be a repetition of the p.m. message, whilst during unsettled weather the former may or may not be the same.

Example.—"East Arabian sea squally weather near Laccadive islands storm may be forming."

Publications.—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), Nos. 6222a and 6356a.
Red Sea, &c., Pilot, 1909, pages 6 and 410.
Red Sea, &c., Pilot, 1921 (*in press*).

Authority.—Commander-in-Chief, East Indies Station. (H. 8733-20.)

CEYLON, SOUTH COAST.

Matara W-T Station—Information with regard to Wireless Weather Bulletins and Storm Signals.

No. 167 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 814 of 1921), are republished:—

Position.—Matara W-T station, lat. $5^{\circ} 59' N.$, long. $80^{\circ} 32' E.$ (*approx.*).

Call signal.—BZE.

Wave length.—2,000 metres.

Details.—Matara W-T station transmits daily, at 0130 and 1330 G.M.T. (civil), a weather bulletin which consists of two portions; the first portion referring to the Bay of Bengal, sent out from Calcutta, and the second portion relating to the Arabian sea, sent out from Simla. The first portion is prefixed by the word "Bay," and the second portion by the words "Arabian sea." When the weather is undisturbed the a.m. message will be a repetition of the p.m. message, whilst during unsettled weather the former may or may not be the same.

Example.—"Bay moderate storm centre sixteen north ninety east moving north-west.
Arabian sea normal."

Publications.—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), Nos. 6228a and 6359a.
Bay of Bengal Pilot, 1910, pages 77 and 132; Supplement No. 5, 1920.

Authority.—Commander-in-Chief, East Indies Station. (H. 8733-20.)

PHILIPPINE ISLANDS—ILOILO STRAIT, EASTERN ENTRANCE.

Siete Pecados Islets—Buoy established south-westward of.

No. 168 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 823 of 1921), are republished:—

Position.—At a distance of about $3\frac{1}{2}$ cables south-westward from Siete Pecados lighthouse.

Lat. $10^{\circ} 45' 53'' N.$, long. $122^{\circ} 40' 03'' E.$

Description.—A red conical buoy numbered "8."

Chart affected.—No. 2391, Iloilo strait.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 366.

Authority.—Manila Notice No. 3 of 1920. (H. 6135-20.)

PACIFIC OCEAN—NEW IRELAND, EAST COAST.

Tanga (Kaan) Islands—Reported to lie further north-westward than charted.

*No. 169 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 824 of 1921), are republished :—

Position on charts.—Summit of Malendok island, lat. $3^{\circ} 30' S.$, long. $153^{\circ} 16' E.$ (approx.).

Details.—Tanga islands are reported to be situated about 14 miles, 304° , from their charted position; a note to this effect is to be placed against them on the charts.

Note.—The height of Malendok island is about 1,200 feet (365m7), the note “(about 1,200)” is to be inserted against it on the charts.

Charts affected.—No. 2766, North-east coast of New Guinea, etc.
 „ 2759a, Australia—northern portion.

Publications.—Pacific Islands Pilot, Vol. I, 1908, page 349.
 Pacific Islands Pilot, Vol. I, 1921 (in press).

Authority.—Tokyo Notice No. 58 of 1921. (H. 2290-21.)

BAY OF BENGAL—HUGHLI RIVER—GABTOLA CHANNEL.

Gabtola light-vessel—Alteration in character.

No. 170-I (third publication).—

Former Notice.—No 303-I of 1917.

Subject.—The character of the Gabtola light-vessel has been altered from fixed white to flashing white, approximately one second light and one second eclipse. The light is exhibited from a lantern on a lattice work superstructure erected on the forecastle.

Position.—Lat. $21^{\circ} 48\frac{1}{2}' N.$, long. $88^{\circ} 02\frac{1}{2}' E.$

Elevation.—25 feet.

Visibility.—8 miles.

Remarks.—It also carries a fixed stern light at a height of 18 feet above the water.

Should the flashing apparatus become out of order, a fixed white light, on the mast, 44 feet above the water, will be temporarily displayed.

Charts affected.—No. 814, The Sandheads—False Point to Matla river.

„ 136, Hughli river.

Publications.—List of Lights, Part VI, 1921, No. 616.

Bay of Bengal Pilot, 1910, page 300; Supplement No. 5, 1920.

Authority.—Deputy Conservator, Port of Calcutta.

W. K. THYNE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, AUGUST 3, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are published for general information.

W. K. THYNE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

A. MARR,
*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 22nd July 1921.

JAPAN—SHIMONOSEKI KAIKYO.

Kanabuse Se Light—Alteration in characteristics.

No. 194 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 881 of 1921), are republished:—

Position.—Lat. $33^{\circ} 58' N.$, long. $130^{\circ} 59' E.$ (*approx.*).

New abridged description.—Lt. Fl. ev. 3 sec., 27 ft., vis. 10 m. (U).

Details.—The fixed white light has been replaced by a light having the undermentioned characteristics:—

Character.—*Flashing white every three seconds.*

Visibility.—10 miles.

Power.—120 candles.

Remarks.—The other characteristics of the light remain unchanged.

Charts affected.—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1921, No. 1929.

Japan Pilot, 1914, page 577.

Authority.—Tokyo, Department of Communications, Notices Nos. 256 and 524 of 1921. (*H. 2287-21.*)

CHINA SEA—GASPAR STRAIT.

(1) *Pulo Liat (Middle Island)*—Reef northward of.

(2) *Vansittart Shoals*—Shoal south-eastward of.

No. 195 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 884 of 1921), are republished :—

(1) **Pulo Liat (Middle Island).**

Position.—At a distance of about 3 miles northward of the northern extremity of Pulo Liat.

Lat. $2^{\circ} 46' 00''$ S., long. $107^{\circ} 04' 55''$ E.

Description.—A reef, named "Dorothea," with a depth of less than 6 feet (1^m8).

Note.—The note "(P.D.)" is to be placed against this reef on the chart.

(2) **Vansittart Shoals.**

Position.—At a distance of about $7\frac{3}{4}$ miles southward of Bakau (Low) islet.

Lat. $3^{\circ} 10' 05''$ S., long. $107^{\circ} 08' 55''$ E.

Depth.— $3\frac{1}{2}$ fathoms (6^m8).

Charts affected.—No. 2137, Gaspar strait.

„ 2149, Banka and Gaspar straits.

„ 941a, Eastern archipelago—sheet 1.

Publication.—China Sea Pilot, Vol. II, 1915, pages 141, 144, 145.

Authority.—Netherlands Government Chart. (H. 2651 & 2659-21.)

CHINA SEA—HONG KONG.

Cape d'Aguilar—Wireless weather bulletins established.

No. 196 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 892 of 1921), are republished :—

Position.—Cape d'Aguilar (Tai long head) W-T station, lat. $22^{\circ} 13'$ N., long. $114^{\circ} 16'$ E. (*approx.*).

Call signal.—VPS.

Details.—A summary of meteorological conditions and weather forecasts is transmitted from the above W-T station daily at 0500 and 0900 G.M.T. (civil).

Publications.—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), No. 6229b.

China Sea Pilot, Vol. III, 1912, pages 12, 496; Supplement No. 5, 1920.

Authority.—Hong Kong Observatory Notice No. 452, dated 12th March 1921. (H. 8076-19.)

CHINA SEA—HONG KONG.

Cape d'Aguilar—Wireless storm signals established.

No. 197 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 893 of 1921), are republished :—

Position.—Cape d'Aguilar (Tai long head) W-T station, lat. $22^{\circ} 13'$ N., long. $114^{\circ} 16'$ E. (*approx.*).

Call signal.—VPS.

Details.—Storm signals are broadcasted from the above W-T station daily at 0400 G.M.T. (civil) and repeated every two hours until 1600 G.M.T. (civil). If a second warning is issued during the day, the later warning will be substituted.

Publications.—List of Lights, Time Signals, and Wireless Signals, 1921 (All Parts), No. 6359b.

China Sea Pilot, Vol. III, 1912, pages 12, 496.

Authority.—Hong Kong Observatory Notice No. 452, dated 12th March 1921. (*H. 8076-19.*)

JAPAN—SHIMONOSEKI KAIKYO.

Nagamura Front leading light—Alteration in colour.

No. 198 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 907 of 1921), are republished :—

Position.—On the beach at Maruyama.

Lat. $33^{\circ} 58'$ N., long. $130^{\circ} 57'$ E. (*approx.*).

New abridged description.—Lt. F. Red, 40 ft., vis. 11 m.

Alteration.—The colour of the *fixed* front leading light has been altered from white to red.

Remarks.—The visibility of the light is now 11 miles; in other respects the light is unaltered.

Charts affected.—No. 3114, Moji and Shimonoseki ko.

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

Publications.—List of Lights, Part VI, 1921, No. 1926.

Japan Pilot, 1914, page 567.

Authority.—Tokyo, Department of Communications Notice No. 584 of 1921. (*H. 2977-21.*)

JAPAN—INLAND SEA, KUDAKO SUIDO.

Kudako Shima light—Alteration in character.

No. 199 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 924 of 1921), are republished :—

Position.—Lat. $33^{\circ} 58'$ N., long. $132^{\circ} 34'$ E. (*approx.*).

New abridged description.—Lt. Occ. ev. 6 sec., 179 ft., vis. 20 m. (U).

Alteration.—The character of the light has been altered from alternating flashing white and red to *occulting white every six seconds*, thus :

Light,	eclipse.
3 sec.	3 sec.

Remarks.—The visibility of the light is now 20 miles and the power is 1,300 candles.

Charts affected.—No. 3154, Ominase to Gogo shima.

„ 3469, Hiroshima wan.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1921, No. 1948.
Japan Pilot, 1914, page 370.

Authority.—Tokyo, Department of Communications Notice No. 490 of 1921. (*H.* 2924-21.)

CHINA SEA—HONG KONG.

(1) *Stonecutters Island*—Wireless time signal established.

(2) *Cape d'Aguilar*—Wireless time signal discontinued.

No. 200 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 925 of 1921), are republished :—

(1) **Stonecutters Island.**

Position.—Stonecutters island (Wan chu chau) W-T station, lat. $22^{\circ} 19' 21''$ N., long. $114^{\circ} 08' 43''$ E.

Call signal.—BXY.

Wave length.—2,000 metres.

Details.—The signals are sent out from Hong Kong observatory *via* Stonecutters island W-T station, and are preceded from 21h. 54m. 00s. to 21h. 55m. 00s., and from 8h. 54m. 00s. to 8h. 55m. 00s. Standard time, by the following warning :—

CQ DE BXY Time Wait.

The time signals are dots of about 0.2 second duration sent at the even seconds from 21h. 56m. 00s. to 22h. 00m. 00s. and from 8h. 56m. 00s. to 9h. 00m. 00s., Standard time, corresponding to 13h. 56m. 00s. to 14h. 00m. 00s. and 0h. 56m. 00s. to 1h. 00m. 00s., G.M.T., respectively. The dots are omitted at the 2nd, 28th, 50th, 52nd and 54th seconds, for the purpose of identifying the signals.

Note.—All W-T stations within range of Stonecutters island W-T station should cease operations from 21h. 54m. 00s. to 22h. 00m. 00s. and from 8h. 54m. 00s. to 9h. 00m. 00s., Standard time.

(2) **Cape d'Aguilar.**

Position.—Cape d'Aguilar W-T station, lat. $22^{\circ} 12' 30''$ N., long. $114^{\circ} 15' 45''$ E.

Details.—The wireless time signal sent out by this station has been discontinued.

Publications.—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), No. 5019.

China Sea Pilot, Vol. III, pages 494, 496; Supplement No. 5, 1920.

Authority.—Hong Kong Observatory Notice No. 452, dated 12th March 1921. (*H.* 8076-19.)

RED SEA.

Daedalus Reef (Abdul Khisan) Lighthouse—Alteration in colour.

No. 201 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 937 of 1921), are republished :—

Position.—Lat. $24^{\circ} 55' N.$, long. $35^{\circ} 51' E.$ (*approx.*).

Details.—This lighthouse, which was formerly coloured red, has now been painted in black and white chequers.

Note.—The note "*Painted in B & W. chequers*" is to be inserted under the sketch of this lighthouse on chart No. 86.

Chart affected.—No. 86, Red sea—sheet 2 (sketch).

Publications.—List of Lights, Part V, 1921, No. 2177.

Red Sea Pilot, 1909, page 123.

Red Sea Pilot, 1921 (*in press*).

Authority.—Alexandria Notice No. 6 of 1921. (*H. 3081-21.*)

RED SEA—GULF OF AKABA ENTRANCE, STRAIT OF TIRAN.

Enterprise passage—Beacons disappeared.

No. 202 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 938 of 1921), are republished :—

Position.—(a) On western end of Gordon reef.

Lat. $27^{\circ} 58' N.$, long. $34^{\circ} 28' E.$ (*approx.*).

(b) On extremity of reef at a distance of about 6 cables north-eastward of Ras Nuzerani.

Lat. $27^{\circ} 58' N.$, long. $34^{\circ} 27' E.$ (*approx.*).

Description.—(a) Beacon 12 feet high.

(b) Beacon 18 feet high.

Remarks.—The above beacons have disappeared and are to be expunged from the chart and also from the list of conspicuous objects thereon.

Chart affected.—No. 3595, Plan of Strait of Tiran.

Publication.—Red Sea, &c., Pilot, 1921 (*in press*).

Authority.—H.M.S. *Clematis*, Hyd. Note No. 3 of 1921. (*H. 3017-21.*)

SOUTH PACIFIC OCEAN—SOLOMON ISLANDS.

Arnarvon Islands—Shoal reported northward of.

No. 203 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 939 of 1921), are republished :—

Position.—At a distance of about 19 miles northward from the Arnarvon islands.

Lat. $7^{\circ} 04' 30'' S.$, long. $157^{\circ} 59' 00'' E.$

Description.—A shoal which occasionally breaks.

Note.—The above position is to be surrounded on the charts by a danger line with the note "*Shoal reported 1908 (Breaks).*"

Charts affected.—No. 214, Solomon islands.

„ 780, Pacific ocean—south-west sheet.

Publications.—Pacific Islands Pilot, Vol. I, 1908, page 332; Supplement No. 3, 1917.

Pacific Islands Pilot, Vol. I, 1921 (*in press*).

Authority.—Hydrographic Department. (*H. 2950-20.*)

AUSTRALIA, EAST COAST.

Wide Bay Bar—Alteration of lights; Navigation in.

No. 204 (first publication).—The Portmaster, Brisbane, has given notice (No. 10 of 1921), that, on and after 9th July 1921, the white lights marking the North Channel will be discontinued and removed to the triangular beacons, South Channel, from which they will be exhibited as from the above date.

Sailing Directions for South Channel.

Bring the beacons or white lights in line; as soon as the Bar is crossed, open them to the northward, there being good water, until the Inskip lead comes into line, when follow same and proceed as formerly.

North Channel—By day.

Directions remain the same as published in Notice to Mariners No. 7 of 1921. (Calcutta No. 144 of 1921.)

Charts affected.—Nos. 1030 and 1068; Australia Directory, Vol. 2

AUSTRALIA—EAST COAST, ADOLPHUS CHANNEL.

Eborac Island—Intended new light.

No. 205 (first publication).—

Subject.—A Group Flashing Light with White and Red Sectors (U) will be established on Eborac Island, on or about 15th October 1921.

Position.—On the summit of Eborac Island (112 feet).
Lat. $10^{\circ} 41' S.$, long. $142^{\circ} 32' E.$, on Chart No. 1937.

Details.—

Character.—Group Flashing Light with White and Red Sectors, showing two flashes every ten seconds, thus:

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	8 secs.

Sectors.—White from 135° (S. 50° E. Mag.) through South and West to 279° (N. 86° W. Mag.). Red elsewhere, except where obscured by York Island.

Note.—The light will show Red through Albany pass,

Elevation.—127 feet.

Visibility.—White light, 17 miles. Red light, 8 miles.

Power.—White light, 3,000 candles. Red light, 1,200 candles.

Structure.—Square concrete house with white lantern, 22 feet in height.

Remarks.—The light will be unwatched.

Note.—No further notice will be given.

Charts affected.—No. 1937, Adolphus Channel with Albany Pass.

„ 437, Albany Pass to Booby Island.

„ 2919, Cape Grenville to Cape York.

„ 2354, Cape Grenville to Booby Island.

„ 2375, Torres Strait, Western Channels.

Publications.—List of Lights and Time Signals, Part VI, 1921, page 373.

Australia Pilot, Vol. IV, 1917, page 305.

Authority.—Melbourne Notice No. 13 of 1921.

AUSTRALIA—TORRES STRAIT, PRINCE OF WALES CHANNEL.

Hammond Rock—Intended new light.

No. 206 (first publication).—

Subject.—A Group Flashing Light with White and Red Sectors (U) will be established on Hammond Rock (Aade), on or about 31st October, 1921.

Position.—On the summit of Hammond Rock (31 feet).
Lat. $10^{\circ} 31' S.$, long. $142^{\circ} 13' E.$, on Chart No. 691.

Details.—

Character.—Group Flashing Light with White and Red Sectors, showing four flashes every twenty seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	15 secs.

Sectors.—Red from the shore of Hammond Island to 63° (N 58° E. Mag.)

White from 63° (N. 58° E. Mag.) through East, and South to 260° (S. 75° W. Mag.)

Red from 260° (S. 75° W. Mag.) to the shore of Hammond Island. Obscured elsewhere.

Elevation.—40 feet.

Visibility.—White light, 11 miles. Red light, 7 miles.

Power.—White light, 1,500 candles. Red light, 600 candles.

Structure.—White lantern, 13 feet in height, erected on the summit of the rock.

Remarks.—The light will be unwatched.

Note.—No further notice will be given.

Charts affected.—No. 691, Normanby Sound and Prince of Wales Channel.

„ 437, Albany Pass to Booby Island.

„ 447, Torres Strait, western approaches to.

„ 2354, Cape Grenville to Booby Island.

„ 2375, Torres Strait, western channels.

Publications.—List of Lights and Time Signals, Part VI, 1921, page 373.

Australia Pilot, Vol. III, 1916, page 230.

Authority.—Melbourne Notice No. 14 of 1921.

AUSTRALIA—TORRES STRAIT, GREAT NORTH-EAST CHANNEL.

Bramble Cay—Beacon to be re-established.

No. 207 (first publication).—

Subject.—A new beacon will be established on Bramble Cay (Massaramcoer), on or about 31st October, 1921, to replace the old beacon, consisting of a spar with diamond shaped head, painted red, 45 feet high, which was destroyed.

Position.—Near the centre of Bramble Cay.

Lat. $09^{\circ} 08' S.$, long. $143^{\circ} 52' E.$, on Chart No. 2422.

Description.—Red frame tower, 42 feet in height.

Note.—No further notice will be given.

Charts affected.—No. 2422, Torres Strait, north-east and east entrances.

„ 2423, Papua, sheet 3.

„ 2764, Coral Sea and Great Barrier Reefs, sheet 2.

„ 2759a, Australia, Northern portion.

Publication.—Australia Pilot, Vol. III, 1916, page 194.

Authority.—Melbourne Notice No. 15 of 1921.

AUSTRALIA, NORTH COAST—CLARENCE STRAIT.

Howard Knoll light buoy—Light re-exhibited.

No. 208 (first publication.)—

Former Notice.—No. 10 of 1921.

Subject.—The Group Flashing Red Light on Howard Knoll Light Buoy No. 2, has been re-exhibited.

Position.—At a distance of about one mile northward of Howard Knoll.

Lat. $11^{\circ} 59\frac{3}{4}'$ S., long. $131^{\circ} 18\frac{3}{4}'$ E., on Chart No. 1095.

Description.—A Group Flashing Red Light, showing three flashes every twenty-two and a half seconds.

Note.—No further notice will be given.

Charts which were temporarily affected.—No. 1095, Clarence Strait.
„ 613, Melville Island
and Dundas
and Clarence
Straits.

Publication which was temporarily affected.—Australia Pilot, Vol. V, 1914, page 96; Supplement No. 4, 1920, page 13.

Authority.—Melbourne Notice No. 16 of 1921.

The 19th July 1921.

RED SEA—EASTERN SHORE.

Yenbo—Beacon disappeared.

No. 188 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 87M. of 1921), are republished:—

Position.—At a distance of about 3 cables, 117° (S. 63° E. Mag.) from the conspicuous Tomb on plan; Lat. $24^{\circ} 05' 02''$ N., long. $38^{\circ} 02' 24''$ E. (approximate).

Details.—The Master of the SS. "Duplex" reports that the above-mentioned beacon has disappeared.

Remarks.—The other beacons are in a very bad state of repair and are liable to be washed or blown away at any time.

Variation.—Nil.

Chart affected.—No. 8b, Red Sea, Sheet II, with plan.

Publication.—Red Sea and Gulf of Aden Pilot, 1909, page 312.

Authority.—The Port Officer, Aden, dated 24th June 1921.

RED SEA—EASTERN SHORE.

Kamaran Passage, Southern approach—Buoys relaid.

No. 189 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 88M. of 1921), are republished:—

Former Notice.—No. 33-M. of 1921 (*This Office No. 86 of 1921*) is hereby cancelled.

Details.—The Officer Commanding, R. I. M. S. "Dalhousie", reports that the buoys in the Southern Entrance to Kamaran Bay have been relaid in the following position:—

(a) *Position.*—At a distance of $3\frac{8}{10}$ cables, 324° from the iron beacon on Ras-el-Bayadh.
Lat. $15^{\circ} 16'$ N., long. $42^{\circ} 35\frac{1}{2}'$ E. (approximate).

Description.—A black can port hand buoy without any top mark.

(b) *Position.*—At a distance of $3\frac{3}{10}$ cables, 26° from the iron beacon on Ras-el-Bayadh.

Description.—A red conical buoy with staff and cylinder top mark.

Chart affected.—No. 543, Kamaran passage and Southern approach.

Publication.—Red Sea and Gulf of Aden Pilot, 1909, pages 363, 364.

Authority.—The Port Officer, Aden, dated 24th June 1921.

INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

Bombay Floating Light Vessel—Submarine bell reported not in working order.

No. 190 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 89M. of 1921), are republished:—

Former Notice.—No. 71-M. of 1921. (*This Office No. 153 of 1921.*)

Position.—Lat. $18^{\circ} 50' 00''$ N., long. $72^{\circ} 44' 00''$ E.

Details.—The Bombay Floating Light Vessel's submarine bell is reported not in working order.

Charts affected.—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

Publications.—West Coast of India Pilot, 1919, page 220.

Indian List of Lights, 39th Issue, 1921, No. 89.

List of Lights, Part VI, 1921, No. 384.

Authority.—The Port Officer, Bombay, dated 4th July 1921.

AFRICA, EAST COAST—KILWA MAIN PASS.

Kilwa Kivinje—Anchorage buoy established.

No. 191 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 90M. of 1921), are republished:—

Position.—At a distance of about $1\frac{1}{4}$ miles northward of Kilwa Kivinje.

Lat. $8^{\circ} 43' 40''$ S., long. $39^{\circ} 25' 15''$ E.

Description.—A black conical buoy, with triangle top mark.

Remarks.—This buoy marks the anchorage in the north of Kilwa Kivinje.

Charts affected.—No. 1032, Channels between Kilwa point and north Mafia Channel.

„ 662, Kilwa point to Zanzibar Channel.

Publication.—Africa Pilot, Part III, 1915, page 343.

Authority.—Commander in Chief, East Indies Station, dated 2nd July 1921.

CHINA, KWANGTUNG PENINSULA.

Dairen Harbour—Increased visibility of certain harbour lights.

No. 192 (second publication).—The Coast Inspector, Shanghai, has given Notice (No. 731 of 1921) that the following information has been received from the Japanese authorities at Dairen regarding the increased visibility of certain lights in Dairen Harbour:—

Name of Light.	Visibility in clear weather increased to—
Light Pole of Oil Pier (U) ...	11 miles.
Southern Light of East Entrance (U) ...	11 „
Northern Light of East Entrance (U) ...	11 „
Southern Light of West Entrance (U) ...	10½ „
Northern Light of West Entrance (U) ...	10½ „
Eastern Light of North Entrance (U) ...	13½ „
Western Light of North Entrance (U) ...	13½ „

CHINA, GULF OF PECHILI—APPROACH TO THE HAIHO, TAKU BAR.

Taku Bar Leading Marks (Lights)—Intended alterations in characteristics of lights.

No. 193 (second publication).—The Coast Inspector, Shanghai, has given Notice (No. 732 of 1921) that on or about the 4th July 1921 the characteristics of the lights exhibited on the Taku Bar Leading Marks will be altered as follows:—

Front, or Low, Mark (Light).—The visibility of this light will be increased so that it will be visible in clear weather for a distance of 12 miles.

Rear, or High, Mark (Light).—The characteristic of this light will be changed from a fixed *white* light to a *white* light occulting every 4 seconds, thus:—

Light	... 2 seconds.
Eclipse	... 2 „

It will be visible in clear weather for a distance of 15 miles and its arc of visibility so arranged that the light will show 15° northward and 30° southward of the Taku Bar Leading Line, *i.e.*, the light will only be visible between the bearings N. 87° W. and N. 42° W. All bearings given are magnetic.

The 9th July 1921.

SOUTH PACIFIC OCEAN—NEW BRITAIN.

Greet Harbour—Beacons to be expunged from chart.

No. 171 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 841 of 1921), are republished:—

(a) *Position.*—At the head of Greet harbour.

Lat. 4° 14' S.; long. 152° 13' E. (approx.)

Description.—Two red and white leading beacons surmounted by triangles.

(b) *Position.*—Near the extremity of the spit extending eastward from Matupi island.

Lat. $4^{\circ} 15' S.$, long. $152^{\circ} 13' E.$ (*approx.*).

Description.—A white tripod beacon.

Remarks.—The above beacons no longer exist and are to be expunged from the chart, together with the leading line for entering Greet harbour.

Chart affected.—No. 524, Blanche bay. Greet harbour.

Publication.—Pacific Islands Pilot, Vol. I, 1908, page 368.

Authority.—Hydrographic Department. (*H. 2564-21.*)

EASTERN ARCHIPELAGO—STRAIT OF MAKASSAR.

Little Paternoster Islands—Information with regard to names; Existence of shoals.

No. 172 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 842 of 1921), are republished:—

(1) Information with regard to names of islands:

(a) The "Little Paternoster" islands are no longer known by the alternative name "Balabalagan," which name is to be expunged from the chart.

(b) *Position.*—Lat. $2^{\circ} 32' S.$, long. $117^{\circ} 57' E.$ (*approx.*).

Correction.—The island in the above position is known as "Ambo," and not "Balabalagan" as shown on the charts.

(c) *Position.*—Lat. $2^{\circ} 27' S.$, long. $117^{\circ} 39' E.$ (*approx.*).

Correction.—The island in the above position is known as "Seloang," and not "Semangil" as shown on the charts.

(d) *Position.*—Lat. $2^{\circ} 19' S.$, long. $117^{\circ} 14' E.$ (*approx.*).

Correction.—The island in the above position is known as "Salingsingan," and not "Teleensingan" as shown on the charts.

Remarks.—The alternative name "Teleensingan" against the islands Sangai, Sebangkatan, Kamarian Besar and Saboyan is also to be expunged from the charts.

(2) Existence of shoals:

(a) *Position.*—At a distance of about one mile north-eastward from Seloang.

Lat. $2^{\circ} 25' 35'' S.$, long. $117^{\circ} 40' 06'' E.$

Depth.—4 fathoms (7^m3).

Remarks.—The shoal is about one mile in length and extends in a 021° and 201° direction.

(b) *Position.*—At a distance of about 2 miles north-westward from Semanga Kechil.

Lat. $2^{\circ} 23' 30'' S.$, long. $117^{\circ} 23' 00'' E.$

Depth.—6 fathoms (11^m0).

Remarks.—The shoal, the centre of which is in the above position, is about $1\frac{1}{2}$ miles in length and extends in a north-westerly and south-easterly direction.

Note.—The note "*Discol^d water*" is to be placed against this shoal on the charts.

(c) *Position.*—At a distance of about 5 miles eastward from Salingsingan.

Lat. $2^{\circ} 19' 00''$ S., long. $117^{\circ} 18' 12''$ E.

Depth.—9 fathoms (16^m5).

Note.—The positions given refer to chart No. 2637.

Charts affected.—No. 2637, South part of the Strait of Makassar.

„ 941b, Eastern archipelago—sheet 2.

„ 2759a, Australia—northern portion.
(1).

Publications.—List of Lights, Part VI, 1921, No. 1026a.

Eastern Archipelago Pilot, Part II, 1913,
pages 357 to 361; Supplement No. 5, 1921.

Authority.—Hague Notice No. 448 of 1921. (*H. 1758-21*).

JAPAN—GULF OF TOKYO.

(1) *Tateyama Wan*—Mooring-buoys established.

(2) *Tokyo (Yedo) bay measured distance*—Buoy established; alteration in position and description of buoy.

No. 173 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 853 of 1921), are re-published:—

(1) **Tateyama Wan.**

(a) *Position.*—At a distance of about 8 cables northward from Takanosima.

Lat. $35^{\circ} 00' 21''$ N., long. $139^{\circ} 50' 18''$ E.

(b) *Position.*—At a distance of 3.30 cables, 315° , from (a).

Description.—Each a mooring-buoy.

(2) **Tokyo (Yedo) Bay measured distance.**

(a) Buoy established:

Position.—At a distance of 2.05 miles, 330° , from the front beacon near Anegasaki.

Lat. $35^{\circ} 39'$ N., long. $140^{\circ} 00'$ E. (*approx.*).

Description.—A red conical buoy with staff and ball topmark.

(b) Alteration in position and description of buoy:

New position.—At a distance of about 4 cables north-westward from former charted position, and 1.78 miles, 330° , from the front beacon near Imaye.

Lat. $35^{\circ} 29'$ N., long. $139^{\circ} 57'$ E. (*approx.*).

New description.—A red conical buoy with staff and ball topmark.

Chart affected.—No. 2657, Gulf of Tokyo or Yedo.

Publication.—Japan Pilot, 1914, pages 197, 211; Supplement No. 4, 1920.

Authority.—Tokyo Notices Nos. 222 of 1920 and 63 of 1921.

(*H. 8079-20 & 2293-21*.)

JAPAN—SHIMONOSEKI KAIKYO

Moji ko—Mooring-buoy established.

No. 174 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 856 of 1921), are republished:—

Position.—At a distance of 2·50 cables, 298° , from the storm signal mast on the western corner of the harbour office at Moji.

Lat. $33^{\circ} 57' N.$, long. $130^{\circ} 57' E.$ (*approx.*).

Description.—A mooring-buoy painted red and numbered “6.”

Charts affected.—No. 3114, Moji and Shimonoseki ko.

„ 1578, Shimonoseki kaikyo.

Publication.—Japan Pilot, 1914, page 563.

Authority.—Tokyo Notice No. 209 of 1920. (*H. 7120-20.*)

SOUTH PACIFIC OCEAN—SOLOMON ISLANDS, PAVUVU ISLANDS.

Kakau Islet—Shoal southward of.

No. 175 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 857 of 1921), are republished:—

Position (approximate).—At a distance of 7 cables, 168° , from the centre of Kakau islet.

Lat. $9^{\circ} 02' S.$, long. $159^{\circ} 17' E.$ (*approx.*).

Depth.— $2\frac{1}{2}$ fathoms (4^m6).

Charts affected.—No. 2355, Pavuvu islands.

„ 214, Solomon islands.

Publication.—Pacific Islands Pilot, Vol. I, 1908, page 281.

Authority.—Resident Commissioner, Solomon Islands. (*H. 461-20.*)

JAVA, NORTH COAST.

Inderamayu, West Road—Alteration in position of buoy.

No. 176 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 858 of 1921), are republished:—

New position.—On the eastern side of Inderamayu west road, at a distance of about 7 cables north-eastward from former position.

Lat. $6^{\circ} 14' 00'' S.$, long. $108^{\circ} 14' 35'' E.$, on chart No. 1653.

Description.—A black conical buoy with ball topmark.

Charts affected.—No. 1653, Island of Java—western portion.

„ 941a, Eastern Archipelago—sheet I.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 108; Supplement No. 5, 1921.

Authority.—Hague Notice No. 827 of 1921. (*H. 2902-21.*)

SOUTH-WEST PACIFIC OCEAN—BISMARCK ARCHIPELAGO, GAROWE ISLAND.

Peter Haven, middle entrance—Non-existence of beacons; Decreased depth on shoal.

No. 177 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 859 of 1921), are republished:—

(1) Non-existence of beacons:

Positions.—(a) On the southern end of the northern reef.

Lat. $4^{\circ} 40' S.$, long. $149^{\circ} 34' E.$ (*approx.*).

(b) On the northern end of the southern reef, at a distance of about 2 cables southward from (a).

Details.—The beacons shown in the above positions are reported not to exist and are to be expunged from the chart.

(2) Decreased depth on shoal:

Position.—In the entrance between northern and southern reefs, on the northern side of the leading line.

Depth.—3 fathoms (5^m5).

Remarks.—This depth is to be substituted for the depth of $4\frac{1}{2}$ fathoms on the chart.

Chart affected.—No. 2015, Plan of Peter haven.

Publication.—Pacific Islands Pilot, Vol. I, 1908, page 380; Supplement No. 3, 1917.

Authority.—Hydrographic Department. (*H. 2565-21.*)

JAPAN—HOKUSHU, SOUTH COAST.

Mororan Ko—Light buoys established to mark breakwaters under construction.

No. 178 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 873 of 1921), are republished:—

Former Notice.—No. 1939 of 1920. (*This office No. 17 of 1921.*)

(a) No. 2 light-buoy:

Position.—At a distance of 3.75 cables, 010° , from Shikuzushino hana Δ .

Lat. $42^{\circ} 21' N.$, long. $140^{\circ} 57' E.$ (*approx.*).

Description.—A light-buoy painted red, surmounted by a spherical topmark, exhibiting two *fixed red* lights.

Remarks.—This light-buoy marks the outer end of the south breakwater under construction, extending northward from Shikuzushino hana as shown on the chart.

(b) No. 1 light-buoy:

Position.—At a distance of 5.35 cables, 348° , from Shikuzushino hana Δ .

Description.—A light-buoy painted black, surmounted by a framework structure, exhibiting a *flashing white* light every six and a half seconds.

Remarks.—This light-buoy marks the outer end of the north breakwater under construction from the vicinity of Poroshosuke. The note "*Breakwater under construction*" is to be inserted on the chart.

Chart affected.—No. 3507, Mororan ko.

Publication.—Japan Pilot, 1914, page 717.

Authority.—Tokyo, Department of Communications Notice No. 142 of 1921. (*H. 1748-21.*)

INDIA—WEST COAST.

Bombay Harbour approach—Fishing stakes removed.

No. 175 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 79M. of 1921), are republished :—

Former Notice No. 14-M. of 1921, Admiralty No. 500 of 1921. (*Calcutta No. 55 of 1921.*)

Position.—At a distance of about 10 miles south-westward from Prong's light-house.

Lat. $18^{\circ} 45\frac{1}{2}'$ N., long. $72^{\circ} 41'$ E. (approximate).

Details.—The group of fishing stakes which was reported to exist within the prohibited area in the above position has been removed.

Charts which were temporarily affected.—No. 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Catch to Viziadrug.

Authority.—The Deputy Secretary to the Government of Bombay, Marine Department, Secretariat, Fort, Bombay, dated the 16th June 1921.

INDIA—WEST COAST.

Jaigarh outer light—Mechanism temporarily stopped working.

No. 180 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 80M. of 1921), are republished :—

Position.—On western point of Jaigarh headland.

Lat. $17^{\circ} 18'$ N., long. $73^{\circ} 11'$ E.

Details.—Information has been received that the mechanism of the occulting white light exhibited from the western point of the Jaigarh headland is out of order and that the light is now showing as a fixed white light.

Charts temporarily affected.—No. 247, Jaigarh or Jyghur.

„ 739, Boria Pagoda to Achra river.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

Publications.—Indian List of Lights, 39th issue, 1920, No. 108.

Admiralty List of Lights, Part VI, 1921, No. 410.

West Coast of India Pilot, 1919, page 202.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, dated 20th June 1921.

INDIA—WEST COAST.

Karachi Harbour—Outer gas buoy not burning.

No. 181 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 81M. of 1921), are republished :—

Position.—At a distance of about $3\frac{7}{10}$ cables eastward of the light on the end of the Manora breakwater.

Lat. $24^{\circ} 47' N.$, long. $67^{\circ} 59\frac{1}{4}' E.$

Details.—The outer red conical buoy, exhibiting an occulting red light and marking the eastern limit of the entrance channel is in position but not burning.

Charts temporarily affected.—No. 40, Karachi Harbour.

„ 41, Cape Monze to Kediwary mouth.

Authority.—The Port Officer, Karachi, telegram dated 21st June 1921.

GULF OF ADEN.

Aden outer harbour—Shoal patches reported.

No. 182 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 82M. of 1921), are republished :—

Details.—Soundings recently taken by the Port Engineer, in the outer harbour, Aden, have revealed the existence of certain shoal patches in the following positions.

Position.—Residency flagstaff. Lat. $12^{\circ} 46\frac{3}{4}' N.$, long. $44^{\circ} 58\frac{1}{4}' E.$

(a) *Position.*—At a distance of about 1 mile and $8\frac{1}{2}$ cables, 272° from Residency flagstaff.

Lat. $12^{\circ} 46\frac{3}{4}' N.$, long. $44^{\circ} 56\frac{3}{4}' E.$ (approximate).

Details.—A shoal patch of $1\frac{1}{2}$ cables in diameter having a least depth of $3\frac{1}{4}$ fathoms.

(b) *Position.*—At a distance of about 2 miles and $1\frac{1}{4}$ cables, 270° , from Residency flagstaff.

Lat. $12^{\circ} 46\frac{1}{2}' N.$, long. $44^{\circ} 56\frac{1}{2}' E.$ (approximate).

Details.—A shoal patch of $1\frac{1}{2}$ cables in diameter having a least depth of $3\frac{1}{4}$ fathoms.

(c) *Position.*—At a distance of about 2 miles, 260° , from Residency flagstaff.

Lat. $12^{\circ} 46\frac{1}{4}' N.$, long. $44^{\circ} 56\frac{1}{2}' E.$ (Approximately).

Details.—A shoal patch having a least depth of 4 fathoms.

Remarks.—This shoal patch is intended to be marked by a black can buoy (unlighted).

Chart affected.—No. 7, Aden Harbour approaches.

Publication.—Red Sea and Gulf of Aden Pilot, 1909, page 403.

Authority.—The Port Officer, Aden, dated 26th May 1921.

INDIA, WEST COAST—KATHIAWAR COAST.

Dwarka Point—Derelict reported south-westward of.

*No. 183 (third publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 83M. of 1921), are republished :—

Position.—At a distance of about 13½ miles south-westward of Dwarka Point light-house.

Lat. 22° 02' N., long. 69° 01' E.

Details.—The Master of SS. "Mahanadi" reports that he passed a derelict of country craft in the above position.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 1420, Dwarka Point to Diu Head.

„ 39, Coasts of Sind and Kutch.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

*, „ 1012, Arabian Sea.

„ 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 24th June 1921.

INDIA, WEST COAST.

Bombay Harbour entrance. Prong's Reef light buoy—Light re-exhibited.

*No. 184 (third publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 84M. of 1921), are republished :—

Former Notice.—No. 78M. of 1921. (*This Office No. 161 of 1921.*)

Date re-exhibited.—27th June 1921.

Position.—At a distance of about 13 cables south-eastward from Prong's light-house.

Lat. 18° 52' N., long. 72° 49½' E.

Details.—The green flashing light exhibited from a large can buoy painted black, marking the south-eastern end of Prong's Reef, which was temporarily extinguished, has been re-lighted and it is now in working order.

Charts which were temporarily affected.—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

Publications.—West Coast of India Pilot, 1919, page 223.
Indian List of Lights, 38th issue, 1920, No. 89a.

Authority.—The Port Officer, Bombay, dated 18th June 1921.

AUSTRALIA, EAST COAST.

Uncharted rock between North Barnard and Dunk islands—Existence doubtful.

No. 185 (third publication).—

With reference to Notice to Mariners, No. 129 of 1921, issued by this office, the Portmaster, Brisbane, has given further Notice (No. 9 of 1921) that a detailed search has recently been made for the rock by the Nautical Surveyor, without locating same, and its existence is considered doubtful. It is surmised that the reported rock was a floating object, and as a buoy has since been picked up in the locality referred to, it is considered that it was the buoy that was seen and reported as a rock.

Charts affected.—Nos. 2349 and 2763; Australia Directory, Vol. 2.

ARABIA, NORTH-EAST COAST—GULF OF OMAN.

Maskat mooring buoy removed; Light extinguished.

No. 186 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 85M. of 1921), are republished:—

Position.—British Consulate Flagstaff.

Lat. $23^{\circ} 37' N.$, long. $58^{\circ} 36' E.$

(1) *Mooring buoys removed.*

(a) *Position.*—At a distance of about $1\frac{1}{4}$ cables, 338° , from the British Consulate Flagstaff.

(b) *Position.*—At a distance of about $2\frac{1}{4}$ cables, 320° , from the British Consulate Flagstaff.

Details.—The two small buoys marked, "Boats Moorings" and a buoy marked "Yacht Moorings," respectively, in the above positions have been withdrawn.

(2) *Light extinguished.*

Former Notice.—No. 116-M. of 1920. (*This office No. 239 of 1920.*)

Position.—At a distance of about $2\frac{7}{10}$ cables, 132° , from Fisher's rock.

Lat. $23^{\circ} 37\frac{1}{4}' N.$, long. $58^{\circ} 36\frac{1}{4}' E.$

Details.—The flashing white light every 5 seconds exhibited from Maskat island has been discontinued.

Remarks.—It is understood that, in due course, the light will be re-established from another position on the island.

Charts affected.—No. 2869, Maskat and Al Matrah (1-2).

„ 2837a, Persian Gulf, Eastern sheet (1).

„ 38, Maskat to Karachi (1).

„ 10c, Maskat to Ras Sukra (1).

Publications.—Admiralty List of Lights, Part VI, 1921, No. 290.
Indian List of Lights, 38th issue, 1921, No. 18.
Persian Gulf Pilot, 1915, pages 43, 44.

Authority.—The Officer Commanding H. M. S. "Crocus" Hydrographic Note No. 1, dated 25th April 1921.

PERSIAN GULF.

Ras al Kuh—Existence of wreck south-eastward of.

No. 187 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 86M. of 1921), are republished :—

Position approximate.—At a distance of about $5\frac{1}{2}$ miles, 156° , from Kuh-i-Mubarak.

Lat. $25^{\circ} 45\frac{1}{4}'$ N., long. $57^{\circ} 21\frac{1}{4}'$ E.

Details.—A single mast about 15 feet above water was observed to the eastward of Ras al Kuh. This appeared to be the mast of a sunken Dhow.

Charts affected.—No. 753, Entrance of the Persian Gulf.

„ 2837a, Persian Gulf, eastern sheet.

„ 748b, Indian Ocean, northern portion.

Authority.—The Officer Commanding H. M. S. “Crocus” Hydrographic Note No. 2, dated 26th June 1921.

W. K. THYNE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, AUGUST 17, 1921.

APPENDIX.

NOTICE TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

A. MARR,
*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 4th August 1921.

JAPAN—HONSHŪ, WEST COAST.

Oki Sima (Dōgo)—Light established.

No. 278 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 979 of 1921), are republished :—

Position.—On Saigo misaki, the south-eastern extremity of Oki sima.

Lat. $36^{\circ} 10' 05''$ N., long. $133^{\circ} 19' 30''$ E., on chart No. 1495.

Abridged description.—Lt. Gp. Fl. (2) ev. 30 sec. 361 ft., vis. 26 m.

Characteristics :

Character.—Group flashing white showing two flashes every thirty seconds, thus :

2 flashes in quick succession,	eclipse.
8 sec.	22 sec.

Elevation.—361 feet.

Visibility.—26 miles, from 182° through west to 082° .

Power.—30,000 candles.

Structure.—White square concrete tower, 30 feet in height.

Charts affected.—No. 1495, Aburatani bay to Ando zaki.

„ 2347, Honshū Kiusiu and Shikoku, etc.

„ 2459, North-west Pacific ocean, etc.

„ 781, Pacific ocean—north-west sheet.

Publications.—List of Lights, Part VI, 1921, No. 2160a.

Japan Pilot, 1914, page 607.

Authority.—Tokyo, Department of Communications, Notice No. 436 of 1921. (*H.* 2923-21.)

CHINA, EAST COAST—LAMOCK ISLANDS.

High Lamock Island—Wreck southward of.

No. 279 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 982 of 1921), are republished :—

Position.—At a distance of about half a mile southward from the southern end of High Lamock island.

Lat. $23^{\circ} 14' 20''$ N., long. $117^{\circ} 17' 43''$ E. (*approx.*), on chart No. 1957.

Description.—Sunken wreck of the SS. *Hsientien*.

Charts affected.—No. 1957, Namoa island.

„ 1962, Hongkong to the Brothers.

„ 1760, The Brothers to Ockseu islands.

Authority.—Shanghai Notice No. 724 of 13th April 1921. (*H.* 3247-21.)

BAY OF BENGAL, WESTERN SHORE.

Cocanada Bay—Wrecks dispersed; Buoy disappeared; Caution with regard to depths.

No. 280 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 996 of 1921), are republished :—

(1) Wrecks dispersed :

Position.—At a distance of about $1\frac{1}{2}$ miles eastward from Vakalapudi lighthouse.

Lat. $17^{\circ} 00'$ N., long. $82^{\circ} 19'$ E. (*approx.*).

Remarks.—The wreck (1903) in the above position, together with the other uncharted wrecks in Cocanada bay, has been destroyed. The wreck symbol and buoy and the cautionary note regarding the uncharted wrecks are to be expunged from the chart.

(2) Buoys disappeared :

Details.—The four buoys marking the spit at the canal entrance have disappeared and are to be expunged from the chart together with the cautionary note regarding their liability to drift, etc.

(3) Depths :

Caution.—The depths in Cocanada bay are reported to be gradually decreasing; a note to this effect, with the year date "(1921)," is to be inserted on the chart.

Chart affected.—No. 1711, Plan of Cocanada bay.

Publication.—Bay of Bengal Pilot, 1910, pages 243, 244; Supplement No. 5, 1920.

Authority.—H.M.S. *Caroline*, Remark Book, 1921. (H. 3186-21.)

CHINA, EAST COAST—FORMOSA STRAIT, HU I TAU BAY ENTRANCE.

Dodd Island—New light to be established.

No. 281 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 998 of 1921), are republished :—

Date of establishment.—On or about 31st July 1921.

Position.—Lat. $24^{\circ} 26' N.$, long. $118^{\circ} 30' E.$ (approx.).

Details.—It is intended to replace the occulting white and red light by a new light the character of which will be *group flashing*, with *white* and *red* sectors, showing *two* flashes in quick succession *every fifteen seconds*; the limits of the sectors will remain unaltered.

Remarks.—Whilst the above alteration is being carried out the undermentioned temporary light will be exhibited :

Character.—*Flashing white every five seconds*, thus :

Flash.	eclipse.
1 sec.	4 sec.

Visibility.—10 miles.

Note.—Further Notice will be given when information has been received respecting the establishment of the new permanent light.

Charts temporarily affected.—No. 1959, Hu i tau and Chimo bays.

„ 1760, The Brothers to Ockseu islands.

„ 1968, Formosa island and strait.

„ 2412, Amoy to Nagasaki.

„ 1262, Hongkong to Gulf of Liautung.

„ 1263, China sea.

Publications.—List of Lights, Part VI, 1921, No. 1544.

China Sea Pilot, Vol. V, 1912, pages 135, 136.

Authority.—Shanghai Notice No. 726 of 25th April 1921. (H. 3433-24.)

CHINA—GULF OF PE-CHILI.

Pei-Ho (Peking River) entrance—Light established on dike.

No. 282 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 999 of 1921), are republished :—

Position.—At end of dike recently constructed, and at a distance of 5.70 cables, 103° , from the light-beacon forming the Taku bar front leading mark.

Lat. $38^{\circ} 58'$ N., long. $117^{\circ} 43'$ E. (*approx.*).

Abridged description.—Lt. F. Gn., vis. 1 m.

Characteristics :

Character.—Fixed green.

Elevation.—Not stated.

Visibility.—One mile; from 191° through west to 303° .

Structure.—Beacon.

Note.—The note on the chart "Beacons or white lights in line," against the Taku bar leading line is to be altered to read "Beacons or lights in line."

Remarks.—The new dike, which is known as "South dike," extends in a 283° direction from the above position to the shore. The outer end of the dike terminates at the point of intersection of the Taku bar leading line and the outward turning transit.

Charts affected.—No. 2653, Pei-ho or Peking river.

„ 598, Li tsin ho to Ning hai.

Publications.—List of Lights, Part VI, 1921, No. 1656.

China Sea Pilot, Vol. V, 1912, page 495; Supplement No. 5, 1920.

Authority.—Shanghai Notice No. 723 of 1st April 1921. (H. 3018-21.)

BAY OF BENGAL—BURMA, ARAKAN RIVER.

Akyab, Inner Bar—Amendments to chart with regard to depths.

No. 283 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1030 of 1921), are republished :—

Position.—Akyab, lat. $20^{\circ} 08'$ N., long. $92^{\circ} 54'$ E. (*approx.*).

Details.—Amendments to the charts with regard to depths on the inner bar and vicinity, consequent upon a recent survey, are shown on the accompanying reproductions of portions of charts Nos. 1884 and 1369.

From the reproductions it will be observed that a general decrease in depths has taken place; the survey, as shown, revealed a least depth of 20 feet ($6^m 1$) on the inner bar April 1921.

The new position of Lower Spit buoy and certain minor amendments to the chart in the vicinity of Akyab are also shown on the reproductions.

Charts affected.—No. 1884, Arakan river, with plan.

„ 1369, Mayu river to Kyauk Pyu harbour.

Publication.—Bay of Bengal Pilot, 1910, pages 341, 342.

Authority.—Director, Royal Indian Marine. (H. 1814-21.)





NORTH PACIFIC OCEAN—GILBERT ISLANDS.

Apamama Hopper Island—Breakers reported eastward of.

No. 284 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1036 of 1921), are republished :—

Position.—At a distance of about 215 miles eastward of Apamama.
Lat. $0^{\circ} 40' 00''$ N., long. $177^{\circ} 24' 30''$ E. (*approx.*).

Remarks.—The above position is to be encircled by a danger line on the charts and marked with the note "*Breakers reported (1921).*"

Charts affected.—No. 781, Pacific ocean—north-west sheet.
„ 2483, Atlantic and Indian oceans, &c.
„ 2683, Pacific ocean.

Publication.—Pacific Islands Pilot, Vol. II, 1918, page 578.

Authority.—Tokyo Notice No. 135 of 1921. (*H. 3562-21.*)

CHINA, NORTH-EAST COAST—SHANTUNG PROMONTORY.

Mu I Tau (South-east promontory)—Amended position of wreck eastward of.

No. 285 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1037 of 1921), are republished :—

Former Notice.—No. 383 of 1921. (*This Office No. 214 of 1921.*)

Position.—At a distance of about $1\frac{1}{2}$ cables south-eastward of position given in former Notice and 1.60 miles, 078° , from the lighthouse near Iltis cemetery on the south-eastern point of Mu i tau.

Lat. $36^{\circ} 54'$ N., long. $122^{\circ} 32'$ E. (*approx.*).

Description.—Sunken wreck of the SS. *Hsintah*, with masts showing above high water.

Charts affected.—No. 3299, Shitan bay and approaches.
„ 3491, Shitan bay to North-east promontory.

Authority.—Shanghai Notice No. 725, dated 18th April 1921. (*H. 3432/21*)

JAPAN, INLAND SEA—SHIKOKU, WEST COAST.

Nagahama—Amendments to charts with regard to depths and shoals.

No. 286 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1046 of 1921), are republished :—

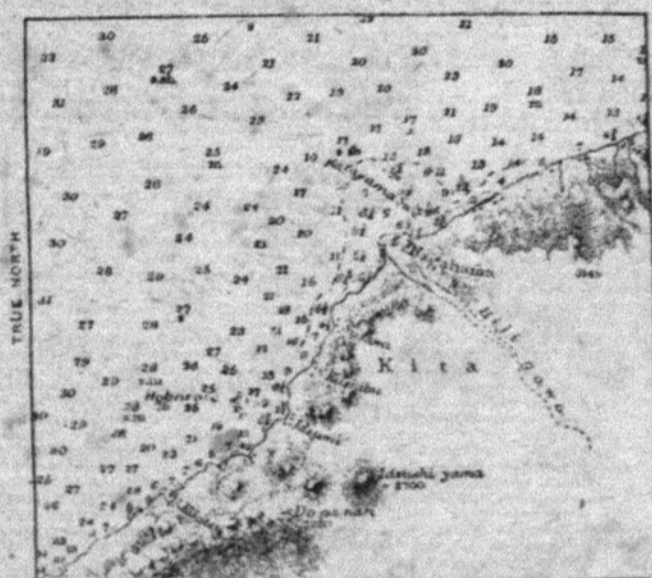
Position.—Katayama su, lat. $33^{\circ} 38' N.$, long. $132^{\circ} 30' E.$ (*approx.*).

Details.—The accompanying reproduction of portions of charts Nos. 2875 and 1648 shows the necessary corrections to those charts with regard to depths, shoals and the coast line in the vicinity of Nagahama and approach.

Charts affected.—No. 2875, Naikai (Seto uchi) or Inland sea.
„ 1648, Osumi kaikyo to O shima.

Publication.—Japan Pilot, 1914, pages 392, 393; Supplement No. 4, 1920.

Authority.—Tokyo Notice No. 221 of 1920. (*H. 8078-20.*)



Reproduction of Portion of Chart No. 2875

0 5 Sea Miles



Reproduction of Portion of Chart No. 1648

0 10 Sea Miles

EASTERN ARCHIPELAGO—KANGEANG ISLANDS.

Saubi Road—Amendments to charts with regard to reefs and shoal.

No. 287 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1047 of 1921), are republished :—

Position.—Saubi village, lat. $6^{\circ} 56' S.$, long. $115^{\circ} 26' E.$ (*approx.*).

Details.—The accompanying reproduction of portions of charts Nos. 934 and 1654 shows the necessary corrections to those charts with regard to—

(a) Reefs and rocks in Saubi road.

(b) A 2-fathom (3m7) shoal westward of Saubi island.

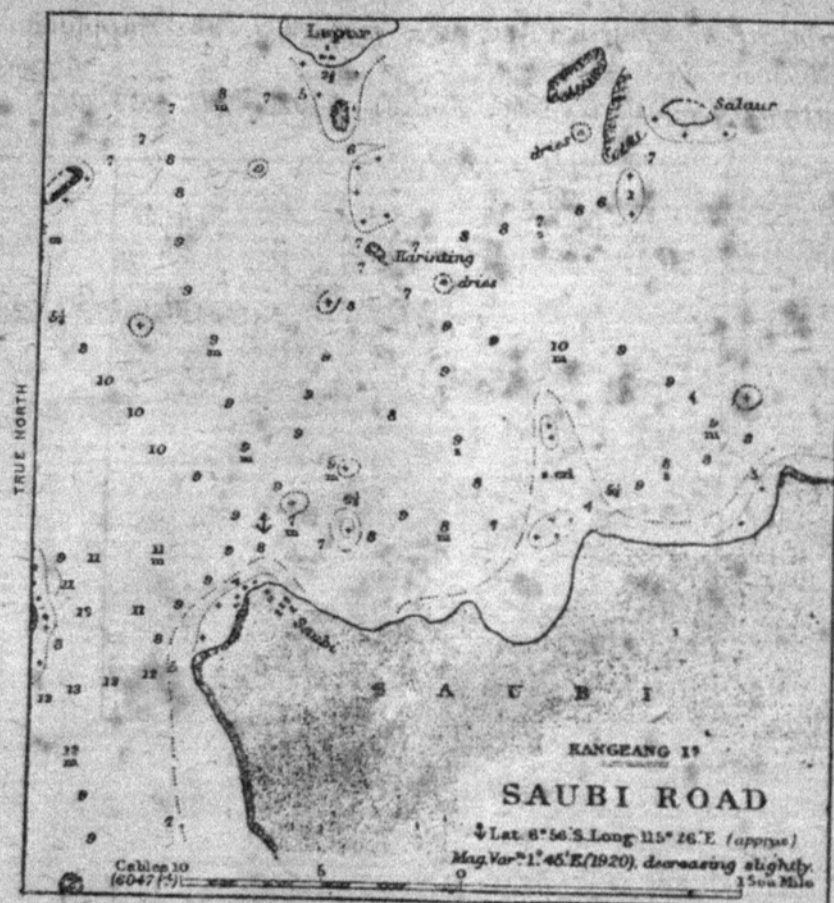
Charts affected.—No. 934, Plan of Saubi road.

„ 1654, Island of Java—eastern portion.

„ 941b, Eastern archipelago—sheet 2 (b).

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 178.

Authority.—Netherlands Government Chart. (H. 2929-21.)



Reproduction of Portion of Chart N°934.



Reproduction of Portion of Chart N°1654.



JAPAN—SHIMONOSEKI KAIKYO.

O Seto—Depths.

No. 288 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1049 of 1921), are republished:—

(a) *Position*.—At a distance of 5·20 cables, 227°, from Yamazoko no hana lighthouse.

Lat. 33° 55' N., long. 130° 55' E. (*approx.*).

Depth.—3 fathoms (5^m5).

(b) *Position*.—At a distance of 5·20 cables, 223°, from the same lighthouse.

Depth.—3½ fathoms (6^m0).

Charts affected.—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

Publication.—Japan Pilot, 1914, pages 570, 572.

Authority.—Tokyo Notice No. 126 of 1921. (*H. 3560-21.*)

RED SEA, EASTERN SHORE—JIDDA APPROACH.

Gaham Reef—Beacon re-established.

No. 289 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1058 of 1921), are republished:—

Former Notice.—No. 529 of 1921. (*This Office No. 237 of 1921.*)

Position.—On the northern end of the reef.

Lat. 21° 27' N., long. 39° 05' E. (*approx.*).

Note.—The note “(Destroyed 1921)” against Gaham beacon is to be expunged from chart No. 2599.

Remarks.—This beacon is to be re-inserted on chart No. 8c.

Charts affected.—No. 2599. Jidda, with its approaches.

„ 8c, Red sea—sheet 3.

Publications.—Red Sea Pilot, 1909, pages 321, 322; Revised Supplement (3), 1917.

Red Sea Pilot, 1921 (*in press*).

Authority.—British Agent and Consul, Jidda. (*H. 3607-21.*)

AFRICA—EAST COAST.

Dar-es-Salaam Light—Temporary alteration in character.

No. 290 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 91M. of 1921), are republished:—

Former Notice.—No. 72M. of 1921. (*This Office No. 152 of 1921.*)

Position.—On outer Makatambe islet.

Lat. 6° 47½' S., long. 39° 20' E.

Details.—The flashing white light, every 10 seconds, exhibited from the above position, has been temporarily suspended and is replaced by a fixed light, visible about 6 miles.

Charts temporarily affected.—No. 674, Dar-es-Salaam, etc.
 „ 640a, Pangani to Ras Kimbiji—
 southern sheet.
 „ 662, Kilwa Point to Zanzibar
 Channel.
 „ 669, Cape Delgado to Port Mom-
 basa.

Publications.—List of Lights, Part VI, 1921, No. 103.
 East Coast of Africa Pilot, Part III, 1915, page 373.

Authority.—The Commander-in-Chief, East Indies, Telegram, dated
 “Diyatalawa,” 10th July 1921.

CHINA—YANGTZE RIVER.

Eastern entrance to Demodocus Channel—Buoy established.

No. 291 (first publication).—The Coast Inspector, Shanghai, has given notice (No. 733 of 1921) that a 6-foot buoy, painted in red and black vertical stripes, has been established to mark the south-eastern extremity of the Middle Ground between the Cooper Bank Crossing and the eastern entrance to the Demodocus Channel.

This buoy, which is to be known as the Cooper Bank Crossing Middle Ground Spit Buoy, is moored in about 30 feet of water at low water of spring tides.

From the buoy, South Beacon bears S. 51° E. (magnetic), distant 1.5 miles.

INDIA, EAST COAST—BAY OF BENGAL.

Caution. Off Havelock Point—Report of a derelict barque “Star”.

No. 292 (first publication):—

Subject.—Barque “Star” of Chittagong was abandoned 24 miles south of Havelock Point.

Caution.—Mariners are hereby warned.

Authority.—Presidency Port Officer, Madras, Notice No. 24 of 18th July 1921.

BAY OF BENGAL—CHITTAGONG COAST.

Chittagong, Karnafuli river—Buoy established.

No. 293-I. (first publication):—

Subject.—A mooring buoy painted red has been placed in the following position:—

Position.—Black Diamond 98° 15' (S. 82° 20' E. Mag.).
 Cross & Ball 59° 50' (N. 59° 15' E. Mag.).

Variation.—0° 35' E.

Chart affected.—No. 84, Chittagong (Karnafuli) river.

Publication.—Bay of Bengal Pilot, 1910, page 322.

Authority.—Port Officer, Chittagong, Notice, dated 29th July 1921.

RED SEA.

Submarine cable buoys laid.

No. 294 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 92M. of 1921), are republished:—

Details.—Information dated 21st July 1921 has been received from the Eastern Telegraph Co., Ltd., that 5 unlighted submarine cable buoys have been moored in the following positions:—

- (1) *Position.*—Lat. $13^{\circ} 06' 45''$ N., long. $43^{\circ} 04' 15''$ E.
- (2) *Position.*—Lat. $16^{\circ} 47' 48''$ N., long. $40^{\circ} 28' 00''$ E.
- (3) *Position.*—Lat. $16^{\circ} 48' 54''$ N., long. $40^{\circ} 29' 24''$ E.
- (4) *Position.*—Lat. $23^{\circ} 45' 12''$ N., long. $36^{\circ} 09' 54''$ E.
- (5) *Position.*—Lat. $27^{\circ} 23' 08''$ N., long. $34^{\circ} 04' 10''$ E.

Charts temporarily affected.—No. 8e, Red Sea, Sheet 5 (1).

„ 8d, Red Sea, Sheet 4 (23).

„ 8b, Red Sea, Sheet 2 (4).

„ 8a, Red Sea, Sheet 1 (5).

„ 2523, Red Sea, (1, 2, 3, 4, 5).

Authority.—The Director, Royal Indian Marine, Bombay, dated 22nd July 1921.

The 28th July 1921.

JAPAN—INLAND SEA.

Ozono Se (Galatea Shoal)—Light-Buoy established.

No. 209 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 365 of 1921) are republished:—

Position.—Near the eastern end of Ozono se.

Lat. $34^{\circ} 25' 46''$ N., long. $133^{\circ} 58' 38''$ E.

Description.—A black conical light-buoy exhibiting a *flashing green* light every three seconds.

Charts affected.—No. 1969, Ozuchi jima to Funoko sima.

„ 128, Channels between Bingo nada and Ozuchi jima.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publication.—Japan Pilot, 1914, page 312.

Authority.—Tokyo, Department of Communications, Notice No. 12 of 1921. (H. 1028-21.)

KOREA, SOUTH-EAST COAST—FUSAN HARBOUR.

(1) *Puppaui*—Existence of Shoal eastward of.(2) *Magnetic Head* Extension of shoal westward of ; alteration in position of light-buoy.

No. 210 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 369 of 1921) are republished :—

(1) *Puppaui*—

Position.—At a distance of one cable, 073° , from *Puppaui* 1 ft. high rock.

Lat. $35^{\circ} 06' N.$, long. $129^{\circ} 05' E.$ (approx.).

Depth.—3 fathoms (5^m5), instead of $4\frac{1}{2}$ fathoms (8^m2) hitherto shown on the charts.

(2) *Magnetic Head*—

(a) Extension of shoal westward of :

Position.—At a distance of about 4 cables south-westward of Magnetic head.

Lat. $35^{\circ} 06' N.$, long. $129^{\circ} 06' E.$ (approx.).

Details.—The above shoal has extended about half a cable to the southward, a depth of $4\frac{1}{2}$ fathoms (8^m2), being situated at a distance of 5.35 cables, 226° , from *Yogudan san* 571 ft. Δ , where $6\frac{1}{2}$ fathoms (11^m9) was hitherto shown on the charts.

Remarks.—The 5-fathom line of this shoal is to be extended to include the above $4\frac{1}{2}$ -fathom depth.

(b) Alteration in position of light-buoy.

New position.—At a distance of about one cable northward from former position and 5 cables, 241° , from *Yogudan san* 571 ft. Δ .

Description.—A red can light-buoy exhibiting an *occulting white* light.

Remarks.—A depth of $4\frac{1}{2}$ fathoms (8^m2) is to be substituted for the $5\frac{1}{2}$ fathoms (9^m5) shown on charts close eastward of the former position of this light-buoy, and a depth of $4\frac{1}{2}$ fathoms (8^m6) is to be substituted for the 5 fathoms (9^m1) shown on charts close south-eastward of the new position of this light-buoy.

The note "less water reported," shown against the above shoal on the charts, is to be expunged.

Charts affected.—No. 1259, Fusan harbour.

" 3366, Fusan harbour to Port Hamilton.

" 3666, Fusan harbour to Chukupen bay.

Publication.—E.C. Korea, &c., Pilot, 1913, page 77.

Authority.—Japanese Government Chart. (H. 5228-20.)

CHINA SEA—GULF OF SIAM.

Koh Lan—Shoal south-eastward of.

No. 211 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 370 of 1921), are republished :—

Position.—At a distance of about 4 miles south-eastward from the southern end of *Koh Lan*.

Lat. $12^{\circ} 50' 47'' N.$, long. $100^{\circ} 47' 30'' E.$, on chart No. 2720.

Depth.—4 fathoms (7^m3), sand.

Remarks.—The shoal, the centre of which is situated in the above position, lies in a northerly and southerly direction, and is about $6\frac{1}{2}$ cables in length and 2 cables in width.

Charts affected.—No. 2720, Koh Ta kut to Cape Liant.
 „ 2414, Gulf of Siam.

Publication.—China Sea Pilot, Vol. III, 1912, page 166.

Authority.—Bangkok Notice dated 7th January 1921. (*H. 1092-21.*)

SOUTH AUSTRALIA—ST. VINCENT GULF.

Port Adelaide, Inner Harbour—Time Ball established.

No. 212 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 378 of 1921) are republished:—

Position (approx).—On tower of Harbour Board Office in Lipson street and at a distance of 420 feet (128m0), 058° , from the north-eastern corner of the Marine Board and Custom House.
 Lat. $34^{\circ} 51' S$, long. $138^{\circ} 30' E$. (*approx.*)

Description.—A ball dropped at 1h. 00m. 00s. Standard time of the meridian of long. $142^{\circ} 30' E$, corresponding to 15h. 30m. 00s. G.M.T.

Remarks.—The ball is hoisted three minutes before the signal. Should the ball fail to drop at the correct time it will be lowered slowly, or should it drop before the correct time it will be re-hoisted and lowered slowly; in any case of failure the signal will be repeated at 2h. 00m. 00s. Standard time, except on Saturdays, when no further signal will be made.

The time signal is not made on Sundays or public holidays.

NOTE.—The following note is to be inserted on chart No. 471:—

“A Time Ball is dropped at the Harbour Board Office in Lipson street at 1h. 00m. 00s. Standard time of the meridian of $142^{\circ} 30' E$, corresponding to 15h. 30m. 00s. G.M.T.”

The existing notes on the remaining charts affected are to be amended as necessary to include reference to the foregoing time signal.

Charts affected.—No. 471, Port Adelaide harbour.

„ 1750, Port Adelaide.

„ 2389, St. Vincent and Spencer gulfs.

Publications.—List of Lights and Time Signals, Part VI, 1921, No. 5171a. Australia Pilot, Vol. I, 1918, page 305.

Authority.—Adelaide Notice No. 6 of 1920. (*H. 1086-21.*)

CHINA, EAST COAST—FORMOSA STRAIT.

Brothers Islets—Obstruction reported eastward of; Caution.

No. 213 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 380 of 1921), are republished:—

Position.—At a distance of about 19 miles eastward of the Brothers islets.

Lat. $23^{\circ} 38' 00'' N$, long. $118^{\circ} 01' 30'' E$. (*approx.*)

Details.—SS. *Devanha* has reported that when recently in the above position the vessel experienced a slight shock as if having touched a submerged obstruction. The vessel was subsequently found to be making water.

Caution.—The time of the occurrence synchronised with that of an earthquake shock felt at Hongkong, and it is considered possible that changes in depths may have occurred in this locality in consequence. Mariners are warned accordingly.

Note.—The position on the charts is to be encircled by a danger line and marked "*Obstruction reported (1920).*"

Charts affected.—No. 1760, The Brothers to Ocksen islands.
 „ 1968, Formosa island and strait.
 „ 2661*b*, China sea, northern portion—eastern sheet.
 „ 1262, Hongkong to Gulf of Liau-tung.
 „ 1263, China sea.

Publication.—China Sea Pilot, Vol. V, 1912, page 95.

Authority.—Commander-in-Chief, China Station. (*H. 910-21.*)

CHINA, NORTH-EAST COAST—SHANTUNG PROMONTORY.

Mu I Tau (South-East Promontory)—Wreck eastward of.

No. 214 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 383 of 1921), are republished:—

Position.—At a distance of 1.50 miles, 074° from the lighthouse on the south-eastern point of Mu i tau.

Lat. $36^{\circ} 54'$ N., long. $122^{\circ} 32'$ E. (*approx.*)

Description.—Sunken wreck of the SS. *Hsintah*, with masts and funnel showing above high water.

Charts affected.—No. 3299, Shitau bay and approaches.
 „ 3491, Shitau bay to North-east promontory.
 „ 1255, Kyau chau bay to Lai chau bay.

Authority.—Shanghai Notice No. 718, dated 12th January 1921.
 (*H. 1155-21.*)

EASTERN ARCHIPELAGO—JAVA, NORTH COAST.

Batavia—Wireless Time Signal established.

No. 215 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 394 of 1921), are republished:—

Position.—Weltevreden W-T station, lat. $6^{\circ} 12' 10''$ S., long. $106^{\circ} 51' 55''$ E.

Call Signal.—PKB.

Details.—Wireless time signals are sent out daily (Sundays excepted) from the W-T station at Weltevreden.

The time signal is made at 13h. 00m. 00s. G.M.T. (Astronomical), corresponding to 20h. 19m. 14.5s. Standard time, and is repeated at each of the four succeeding minutes.

The procedure is as follows:—

Warning signals are made during the first 55 seconds of each minute, followed by a silent interval of 5 seconds. The signal is then made by a dot at each exact minute.

Remarks.—The signals are transmitted provisionally on a wave length of 600 metres.

Charts affected.—No. 941a, Eastern archipelago—western portion, Part I.

„ 1263, China sea.

„ 748b, Indian ocean—northern portion.

Publication.—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), No. 5023.

Authority.—Hague Notice No. 2787 of 1920. (*H.* 296-21.)

JAPAN—INLAND SEA, BUNGO CHANNEL.

Jizo Saki—Wreck northward of, to be expunged from Charts.

No. 246 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 401 of 1921), are republished:—

Former Notice —No. 832 of 1918. (*This office No. 291 of 1918.*)

Position.—At a distance of about 7 cables northward from Jizo saki lighthouse.

Lat. $33^{\circ} 17' N.$, long. $121^{\circ} 54' E.$ (*approx.*)

Details.—The wreck (1918) in the above position is to be expunged from the charts.

Charts affected.—No. 651, Bungo channel.

„ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Japanese Government Chart. (*H.* 1191-21.)

CHINA SEA, FRENCH INDO-CHINA—TONG KING GULF, HAIFONG APPROACH.

Kua Nam Trieu—Light established; Buoy established.

No. 217 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 402 of 1921), are republished:—

(1) Light established:

Position.—At a distance of 1.50 miles, 260° , from Ha nam island front leading light.

Lat. $20^{\circ} 50' N.$, long. $106^{\circ} 47' E.$ (*approx.*)

Abridged description.—Lt. F. R. & Gn., 17 ft.

Characteristics:

Character.—Fixed, with red and green sectors.

Elevation.—17 feet ($5^m 2$).

Visibility.—Not stated.

Sectors.—Green from 126° through south to 276° ;
Red thence to 286° .

Structure.—Concrete hut on piles.

(2) Buoy established:

Position.—At a distance of 5.70 cables, 192° , from Ha nam island front leading light.

Lat. $20^{\circ} 49' N.$, long. $106^{\circ} 48' E.$ (*approx.*)

Description.—A black conical buoy with cylindrical topmark.

Remarks.—This buoy and the red sector of the above light indicate the first bend of the river.

Charts affected.—No. 775, Approaches to Haifong.

„ 1965, Kua lakh to Kao tao islands.

Publications.—List of Lights, Part VI, 1921, No. 1453a.

China Sea Pilot, Vol. III, 1912, pages 277, 278.

Authority.—Paris Notice No. 232 of 1921. (*H.* 1156-21.)

CHINA, EAST COAST.

Yang Tse Kiang—Amended Tidal Constants.

No. 218 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 416 of 1921), are republished:—

	SHAWEISHAN.	WUSUNG RIVER BAR.
H. W. F. & C.	XIh. 12m.	0h. 35m.
L. W. F. & C.	XVIh. 30m.	VIIh. 22m.
M. H. W. S.	12.4 ft. (3 ^m 8)	11.3 ft. (3 ^m 4)
M. H. W. N.	9.9 ft. (3 ^m 0)	8.8 ft. (2 ^m 7)
M. T. L.	7.2 ft. (2 ^m 2)	6.6 ft. (2 ^m 0)

Note.—The tables of tidal information on the charts are to be amended accordingly, and the heading “Wusung River Bar” is to be substituted for “Wusung River Entrance.”

Charts affected.—No. 3585, Approaches to the Wusung river.

- „ 1601, Wusung river or Hwang pu.
- „ 2809, Shanghai to Nanking.
- „ 1602, Approaches to the Yang tse kiang.
- „ 1199, Kue shan islands to the Yang tse kiang.
- „ 3480, Shantung promontory to Nagasaki.
- „ 1262, Hongkong to Gulf of Liau-tung.

Publications.—Admiralty Tide Tables, Part II, 3rd edition, 1920, Nos. 6351 and 6353.

China Sea Pilot, Vol. V, 1912, pages 381, 388.

Authority.—Hydrographic Department. (H. 2920-20.)

PORTUGUESE EAST AFRICA—BEIRA APPROACH

River Macuti Entrance—Existence of beacon.

No. 219 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 423 of 1921), are republished:—

Position.—At the mouth of the River Macuti.

Lat. 19° 47' S., long. 34° 59' E. (approx.).

Description.—A beacon, 90 feet (27^m4) in height.

Note.—The note “(Beacon 90 ft.)” is to be placed on the chart at the entrance to the river.

Chart affected.—No. 648, Delagoa bay to River Zambezi.

Publication.—Africa Pilot, Part III, 1915, page 229.

Authority.—Captain John Cox, Master of the SS. *Umvolosi*. (H. 919-21.)

JAPAN—INLAND SEA.

Hiroshima Wan—Wreck removed; Wreck to be inserted on charts.

No. 220 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 433 of 1921), are republished :—

(1) Wreck removed :

Former Notice.—No. 538 of 1919. (*This office No. 118 of 1919.*)

Position.—At a distance of about $1\frac{1}{2}$ miles northward from Hotakajima.

Lat. $34^{\circ} 06' N.$, long. $132^{\circ} 24' E.$ (*approx.*).

Remarks.—This wreck is to be expunged from the charts.

(2) Wreck to be inserted on charts :

Position.—At a distance of about 4 miles north-westward from Nishino Goban lighthouse.

Lat. $34^{\circ} 06' 23'' N.$, long. $132^{\circ} 22' 45'' E.$

Description.—Wreck of a vessel sunk many years ago and covered over with mud, over which there is a least depth of 10 fathoms ($18^m 3$).

Charts affected.—No. 3469, Hiroshima wan.

„ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 383 of 1920. (*H. 1337-21.*)

CHINA, EAST COAST—YANG TSE KIANG APPROACH, CHUSAN ARCHIPELAGO.

Steep Island Pass—Wreck south-westward of.

No. 221 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 434 of 1921), are republished :—

Position.—At a distance of about 6 miles south-westward from Steep island lighthouse.

Lat. $30^{\circ} 09' 03'' N.$, long. $122^{\circ} 30' 00'' E.$ (*approx.*).

Description.—Sunken wreck of the dredger *Shanghai*.

Note.—The note “(P. D.)” is to be placed against this wreck on the charts.

Charts affected.—No. 1124, Southern approach to the Yang tse kiang.

„ 1199, Kue shan islands to the Yang tse kiang.

Authority.—Shanghai Notice No. 589, dated 15th January 1921. (*H. 1295-21.*)

AUSTRALIA, NORTH COAST—ARAFURA (TIMOR) SEA.

Cape Wessel—Shoal reported northward of.

No. 222 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 435 of 1921), are republished :—

Position.—At a distance of about 74 miles northward from Cape Wessel.

Lat. $9^{\circ} 52' 00'' S.$, long. $136^{\circ} 13' 00'' E.$ (*approx.*).

Description.—A shoal about 4 cables in extent in a north-easterly and south-westerly direction with a depth of less than 3 fathoms ($5^m 5$).

Note.—The above position is to be encircled by a danger line on the Charts with the note “*Shoal water repd. (1921 P. D.)*.”

Charts affected.—No. 1044, Groote Eylandt to Cape Ford.
 „ 942b, Eastern archipelago—sheet 4.
 „ 2759a, Australia—northern portion.
 „ 780, Pacific ocean—south-west sheet.
 „ 2683, Pacific ocean.
 „ 2483, Atlantic and Indian oceans, &c.
 „ 2937, Oceaning soundings, Indian and West Pacific oceans.

Publication.—Australia Pilot, Vol. V, 1914, page 34.

Authority.—Melbourne Notice No. 1 of 1921. (H. 1333-21.)

BORNEO, EAST COAST—TARAKAN.

Muara Batagau—Existence of a shoal.

No. 223 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 449 of 1921), are republished:—

Position.—At a distance of about $2\frac{1}{2}$ cables southward from the outer end of Linkas pier.

Lat. $3^{\circ} 16' 55''$ N., long. $117^{\circ} 35' 36''$ E.

Depth.— $3\frac{1}{4}$ fathoms ($6^m 8$).

Chart affected.—No. 3577, Sesajap and Bullungan rivers.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 440; Supplement No. 4, 1919.

Authority.—Hague Notice No. 355 of 1921. (H. 1367-21.)

SOUTH PACIFIC OCEAN—WOODLARK ISLAND (MURUA).

Suloga Harbour—Caution with regard to Chart No. 2995.

No. 224 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 451 of 1921), are republished:—

Position.—Mapas island, lat. $9^{\circ} 12'$ S., long. $152^{\circ} 49'$ E. (approx.).

Caution.—The following cautionary note is to be inserted under the title of the plan of Suloga harbour on chart No. 2995, pending further information:—

“CAUTION.”

“It is reported that the orientation of this plan is incorrect (1920) and that the True and Magnetic meridians of the engraved compass rose are 21° in error in an easterly direction.”

Note.—A note drawing attention to the above “Caution” is also to be inserted between the True and Magnetic compass roses on the plan referred to.

Chart affected.—No. 2995, Plan of Suloga harbour.

Publication.—Pacific Islands Pilot, Vol. I, 1908, pages 170, 171.

Authority.—H.M.A.S. Melbourne, Hyd. Note No. 2 of 1920. (H. 9112-20.)

NORTH PACIFIC OCEAN—CAROLINE ISLANDS, YAP ISLAND.

Tomil Haven—Existence of Rock; Caution with regard to Beacons.

No. 225 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 452 of 1921) are republished:—

(1) Existence of rock:

Position.—At a distance of 1.75 cables, 057°, from Entrance rock beacon.

Lat. 9° 29' N., long. 138° 10' E. (approx.).

Depth.—3 fathoms (5^m5).

(2) Caution regarding beacons:

Caution.—The beacons in Tomil haven cannot be relied upon, and a note to this effect is to be placed on the chart.

Chart affected.—No. 1485, Yap or Uap island. Tomil haven.

Publication.—Pacific Islands Pilot, Vol. I, 1908, page 416; Supplement No. 3, 1917.

Authority.—Tokyo Notice No. 399 of 1921. (H. 1339-21.)

JAVA, NORTH COAST—BATAVIA ROADS.

Tanjong Priok Approach—Light-Buoys established; Light-Buoy withdrawn.

No. 226 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 455 of 1921), are republished:—

Position.—Tanjong Priok East breakwater light, lat. 6° 05' S., long. 106° 53' E. (approx.).

(1) Light buoys established:

(a) *Position.*—At a distance of 1.25 miles, 106°, from the east breakwater light.

Description.—A light-buoy painted white, exhibiting a *fixed green* light.

(b) *Position.*—At a distance of 1.40 miles, 305°, from the east breakwater light.

Description.—A light-buoy painted white, exhibiting a *fixed red* light.

(2) Light-buoy withdrawn:

Position.—At a distance of 6½ cables north-eastward from the east breakwater light.

Description.—Red conical light-buoy with fixed green light.

Charts affected.—No. 933, Batavia roads.

„ 2056, Sunda strait and approaches. (1).

„ 1653, Island of Java—western portion. (1).

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 91; Supplement No. 4, 1919.

Authority.—Hague Notice No. 354 of 1921. (H. 1366-21.)

CHINA SEA—FORMOSA.

Fuki Kaku W/T Station closed.

No. 227 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 461 of 1921), are republished :—

Position.—Lat. $25^{\circ} 18' N.$, long. $121^{\circ} 32' E.$ (*approx.*).

Details.—Information has been received that Fuki kaku W/T station has been closed; the references thereto in the List of W/T Weather Bulletins and W/T Storm Signals contained in the undermentioned publication are to be expunged.

Publication.—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), Nos. 6232 and 6363.

Authority.—Department of Overseas Trade. (*H. 931-21.*)

SOUTH PACIFIC OCEAN—NORFOLK ISLAND.

Sydney Bay—Intended Alterations in Signals to Vessels arriving.

No. 228 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 484 of 1921), are republished :—

Date of alteration.—1st June 1921.

Position.—Signal station flagstaff, lat. $29^{\circ} 04' S.$, long. $167^{\circ} 56' E.$ (*approx.*).

Details.—The following signals will be made from the above flagstaff for the guidance of vessels arriving at Norfolk island :—

Signal.	Indication.
(i) White flag.	Stay where you are. Landing safe.
(ii) White flag over blue flag.	Stay where you are. Landing dangerous.
(iii) Red flag.	Proceed to Cascade bay.
(iv) Blue flag.	Proceed to Duncombe bay.
(v) White flag over red flag.	Proceed to Ball bay and send a boat.
(vi) Red flag over white flag.	Proceed to Anson bay and send a boat.
(vii) Red flag over white and blue flags.	Proceed to west side, Headstone.

Remarks.—The existing signals, which will be discontinued on the above date, are to be expunged from the title of chart No. 1110. The new signals are not to be placed on the chart.

Chart affected.—No. 1110, Norfolk and Philip islands.

Publication.—Australia Pilot, Vol. III, 1916, page 163.

Authority.—Navy Office, Melbourne. (*H. 1393-21.*)

AUSTRALIA—VICTORIA.

Portland Bay—Alterations in Lighting.

No. 229 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 485 of 1921), are republished:—

(1) Whaler point light:

Position.—Lat. $38^{\circ} 20'$ S., long. $141^{\circ} 37'$ E. (approx.).

New abridged description.—Lt. Gp. Fl. (3) ev. 30 sec., vis. 15 m. (U).

Alterations.—The period and visibility of this group flashing white light have been increased. The light now shows three flashes every thirty seconds thus:

Flash,	eclipse,	flash,	eclipse,	flash,	eclipse.
0.33 sec.	4 sec.	0.33 sec.	4 sec.	0.33 sec.	21 sec.

The visibility is now 15 miles; the arc of visibility remains unaltered.

(2) New pier light:

Position.—On the outer end of the New pier.

New abridged description.—Lt. Fl. ev. 20 sec., vis. 5 m.

Alteration.—The flashing red light has been replaced by a light having the undermentioned characteristics:—

Character.—Flashing white every twenty seconds thus:

Flash,	eclipse.
0.33 sec.	19.67 sec.

Visibility.—5 miles, visible all round the horizon.

(3) Railway pier light:

Position.—On the outer end of the railway pier.

New abridged description.—Lt. Fl. Red ev. 7 sec., vis. 5 m.

Alteration.—The fixed red light has been replaced by a light having the undermentioned characteristics:—

Character.—Flashing red every seven seconds, thus:

Flash,	eclipse.
0.33 sec.	6.67 sec.

Visibility.—5 miles; the arc of visibility remains unaltered.

Chart affected.—No. 1062, Rivoli bay to Cape Otway with plan.

Publication.—List of Lights, Part VI, 1921, Nos. 2392, 2393, 2394.

Authority.—Department of Ports and Harbours, Melbourne. (H. 6108-20.)

CHINA SEA—GULF OF SIAM.

Koh Ira—Existence of Rock northward of.

No. 230 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 488 of 1921), are republished:—

Position.—At a distance of about half a mile south-eastward from Sombrero islet.

Lat. $12^{\circ} 41' 00''$ N., long. $100^{\circ} 48' 07''$ E.

Description.—A pinnacle rock.

Charts affected.—No. 2720, Koh Ta kut to Cape Liant.

„ 2414, Gulf of Siam.

Publication.—China Sea Pilot, Vol. III, 1912, page 163.

Authority.—Bangkok Notice, dated 28th January 1921. (H. 872-21.)

JAPAN, HONSHU—GULF OF TOKYO.

Yokohama Ko—Additional time signal established; Storm signals.

No. 231 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 492 of 1921), are re-published:—

Position.—On the northern side of the watch house on the northern breakwater.

Lat. $35^{\circ} 28' N.$, long. $139^{\circ} 40' E.$ (approx.).

Details.—A time ball is dropped at the above position at noon, Standard time. This signal is made in a similar manner and simultaneously with the signal at the French Hatoba. Local storm signals are also exhibited on the watch house above referred to.

Note.—The note "*Time ball. Storm Sigl.*" is to be inserted on the chart against the watch house mentioned above, and the time ball note amended as necessary, "*reported unreliable (1907)*" being expunged therefrom.

Charts affected.—No. 3109, Yokohama bay.
" 3548, Yokohama to Uragi.

Publications.—List of Lights and Time Signals, Part VI, 1921, No. 5163. Japan Pilot, 1914, pages 208, 209; Supplement No. 4, 1920.

Authority.—Japanese Hydrographer and Tokyo Notice No. 141 of 1920. (H. 6072-20.)

CHINA, EAST COAST.

Hwang Hai Yellow Sea—Existence of wreck.

No. 232 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 517 of 1921), are re-published:—

Position.—Lat. $33^{\circ} 50' 00'' N.$, long. $121^{\circ} 26' 00'' E.$ (approx.).

Description.—Sunken wreck of the SS. *Shenchau*.

Charts affected.—No. 3480, Shantung promontory to Nagasaki.
" 1262, Hongkong to Gulf of Liau tung.
" 1263, China sea.

Authority.—Shanghai Notice No. 719, dated 24th January 1921. (H. 1500-21.)

AUSTRALIA, EAST COAST—QUEENSLAND.

Brisbane River—Information with regard to dredged channels.

No. 233 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 524 of 1921), are re-published:—

Position.—Pile lighthouse, lat. $27^{\circ} 19' S.$, long. $153^{\circ} 13' E.$ (approx.).

Note.—The following notes are to be placed on the undermentioned charts:—

[CHART No. 1674.]

"NOTE."

"The cuttings and reaches are dredged (1920) as follows:—

- (a) Pile Lighthouse to Bulimba Reach ... 26 ft. at L.W.
- (b) Bulimba Reach to Town Reach ... 24 ft. at L.W.

Dredging to maintain these depths is always in progress. Attention must be paid to the Tidal Signals made from the Pile Lighthouse, as the depths liable to change in all the dredged channels."

[CHART No. 1670b.]

"The cuttings in the Brisbane River shown on this chart are dredged (1920) to a depth of 26 ft. at Low Water."

Remarks.—The existing notes, other than those which are superseded by the above notes, are to be amended for the new information given.

Charts affected.—No. 1674, Brisbane river.

„ 1670b, Moreton bay—southern portion.

„ 1029, Danger point to Cape Moreton.

Publication.—Australia Pilot, Vol. III, 1916, pages 110, 111.

Authority.—Marine Department, Brisbane. (*H.* 1131-21.)

BOERNEO, SOUTH COAST.

Barito River entrance—Wreck-marking buoy established.

No. 234 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 525 of 1921), are republished :—

Position.—At a distance of about 6 miles southward from Tanjong Burung and about a quarter of a mile eastward from the Barito light-vessel.

Lat. $3^{\circ} 39' 00''$ S., long. $114^{\circ} 30' 32''$ E., on chart No. 3029.

Description.—A green conical wreck-marking buoy.

Charts affected.—No. 3029, Tanjong Selatan to Tanjong Malatayur.

„ 941b, Eastern archipelago—sheet 2.

Authority.—Hague Notice No. 353 of 1921. (*H.* 1365-21.)

MAIACCA STRAIT.

Penang Harbour—Amendments to Charts with regard to Pier and Buoys.

No. 235 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 527 of 1921), are republished :—

Position.—Lat. $5^{\circ} 25' N.$, long. $100^{\circ} 21' E.$ (*approx.*).

Details.—The accompanying reproduction of portions of charts Nos. 3732 and 1366 shows the necessary corrections to those charts with regard to Swettenham pier, the positions of the pier lights, and the alteration in position of the buoys in the vicinity of the pier.

Charts affected.—No. 3732, Penang harbour.

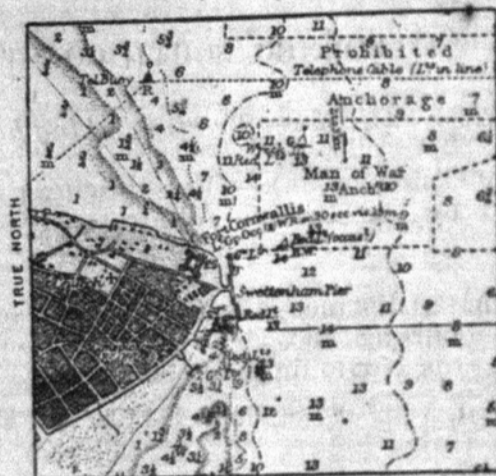
„ 1366, Penang harbour and approaches.

Publication.—China Sea Pilot, Vol I, 1916, page 177.

Authority.—Penang Notice dated 2nd February 1921. (H. 1360-21).



Reproduction of Portion of Chart No. 3732
0 5 Cables or 1 Sea Mile



Reproduction of Portion of Chart No. 1366
0 5 10 Cables or 1 Sea Mile

SOUTH INDIAN OCEAN.

Mauritius—Wireless Time Signals discontinued.

No. 236 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 528 of 1921), are republished:—

Position.—Mauritius W-T station, lat. $20^{\circ} 10' S.$ long., $57^{\circ} 35' E.$ (approx.)

Details.—Wireless time signals are no longer made by Mauritius W-T station, and the note “(Wireless Time Sig.)” is accordingly to be expunged from the chart.

Chart affected.—No. 748, Indian ocean—southern portion.

Authority.—H. M. S. Comus, Hyd Note No. 1 of 1921. (H. 1493-21.)

RED SEA, EASTERN SHORE—JIDDA APPROACH.

Gaham Reef—Beacon destroyed.

No. 237 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 529 of 1921), are republished:—

Position.—On the northern end of the reef.
Lat. $21^{\circ} 27' N.$, long. $39^{\circ} 07' E.$ (approx.).

Note.—The note “(Destroyed 1921)” is to be placed against Gaham beacon on chart No. 2599.

Remarks.—This beacon is to be expunged from chart No. 8c.

Charts affected.—No. 2599, Jidda, with its approaches.

„ 8c, Red sea—sheet 3.

Publications.—Red Sea Pilot, 1909, pages 321, 322; Revised Supplement (3), 1917.

Red Sea Pilot, 1921 (*in press*).

Authority.—British Agent, Jidda. (H. 1752-21.)

AUSTRALIA, WEST COAST—SHARK BAY, GASCOYNE ROAD.

Babbage Island Light—Alteration in Character.

No. 238 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 535 of 1921), are republished:—

Position.—On the north-western side of Babbage island, near the inner end of the jetty.

Lat. $24^{\circ} 52'$ S., long., $113^{\circ} 38'$ E. (*approx.*).

New abridged description.—Lt. Fl. W. R. ev. 3 sec., 101 ft., vis. 13 & 9 m. (U).

Alteration.—The character of the light has been altered from fixed, with white and red sectors, to *flashing*, with *white* and *red* sectors, *every three seconds*, thus:

Flash,	eclipse.
0.3 sec.	2.7 sec.

Remarks.—The light is unwatched; the limits of the sectors remain unaltered.

Charts affected.—No. 518, Shark bay, with plan.

„ 1056, Cape Cuvier to Champion bay.

Publications.—List of Lights, Part VI, 1921, No. 2252.

Australia Pilot, Vol. V, 1914, page 318.

Authority.—Western Australia Harbour and Light Department Notice dated 23rd December 1920. (H. 1547-21.)

AUSTRALIA, EAST COAST—NEW SOUTH WALES.

Port Stephens—Amendments to Charts with regard to Shoals.

No. 239 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 536 of 1921), are republished:—

Position.—Yacaaba head, lat. $32^{\circ} 42'$ S., long. $152^{\circ} 14'$ E. (*approx.*).

Details.—The accompanying reproductions of portions of charts Nos. 1070, 1021, 1024 and 3622 show the necessary corrections to those charts with regard to shoals, as revealed by a recent survey.

The following cautionary note is to be inserted on chart No. 1070:—

A recent survey shows the existence of a number of additional dangers outside the main channel; this chart must therefore be used with caution.

Charts affected.—No. 1070, Port Stephens.

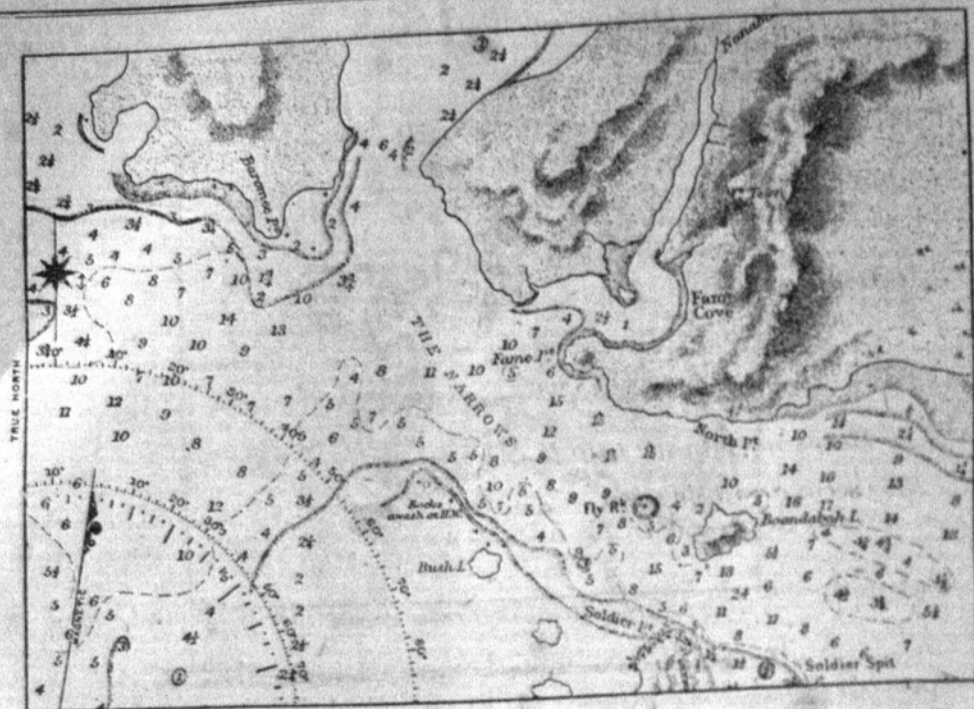
„ 1021, Port Jackson to Port Stephens.

„ 1024, Port Stephens to Tacking point.

„ 3622, Port Jackson to Cape Byron.

Publication.—Australia Pilot, Vol. III, 1916, pages 61 to 65.

Authority.—H. M. Surveying Vessel *Fantome*. (H. 8411-20.)



Reproduction of Portion of Chart No. 2070



Reproduction of Portion of Chart No. 2070





Reproduction of Portions of Chart No. 1070.

0 5 10 Cables or 15 Sea Miles



Reproduction of Portions of Chart No. 1022.

0 5 Sea Miles



Reproduction of Portions of Chart No. 1024.

0 1 2 3 4 Sea Miles



AUSTRALIA, NORTH-WEST COAST.

Mount Blaze—Light established.

No. 240 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 549 of 1921), are republished:—

Position.—Lat. $19^{\circ} 59' 20''$ S., long. $119^{\circ} 37' 45''$ E. (*approx.*), on chart No. 1048.

Abridged description.—(U) Lt. Gp. Fl. (2) *ev.* 6 sec.

Character.—Group flashing white showing two flashes every six seconds, thus:

Flash.	eclipse.	flash.	eclipse.
0.3 sec.	0.9 sec.	0.3 sec.	4.5 sec.

Remarks.—The light is unwatched; further details are not stated.

Charts affected.—No. 1048, Buccaneer archipelago to Bedout island.

475, North-west coast of Australia.

Publications.—List of Lights, Part VI, 1921, No. 2240a.

Australia Pilot, Vol. V, 1914, page 258.

Authority.—Western Australia, Harbour and Light Department Notice dated 23rd December 1920. (*H. 1548-21.*)

NEW ZEALAND—SOUTH ISLAND, EAST COAST,

Lyttelton Harbour and Entrance Channel—Amendment to Chart with regard to Depths.

No. 241 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 565 of 1921), are republished:—

Position.—Lyttelton harbour entrance, lat. $43^{\circ} 37'$ S., long. $172^{\circ} 43'$ E. (*approx.*).

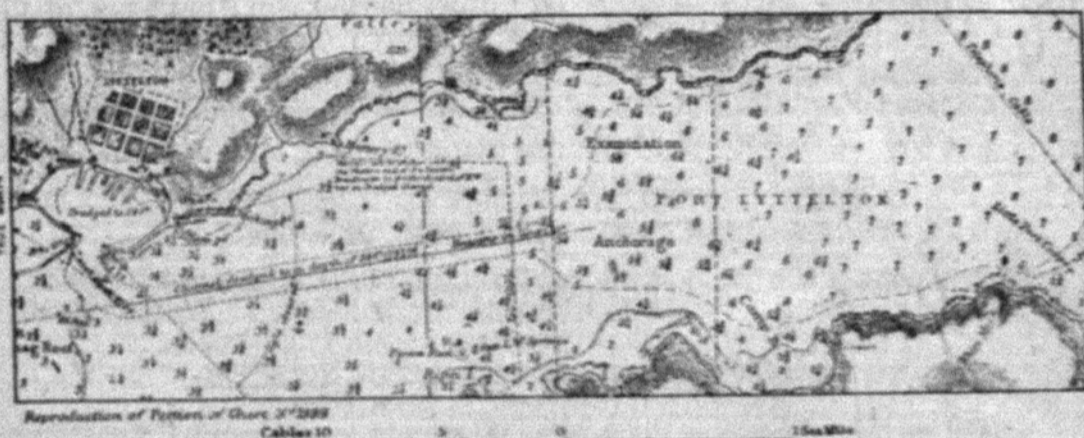
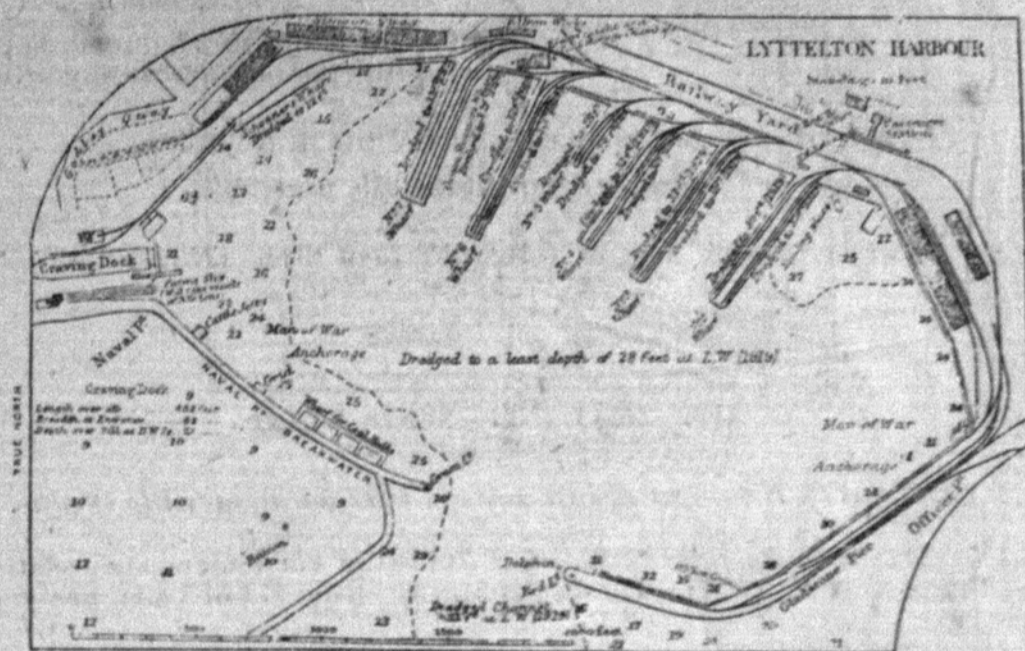
Details.—The accompanying reproductions of portions of chart No. 1999, show the necessary corrections to that chart with regard to the depths in Lyttelton harbour and the entrance channel.

Remarks.—It will be observed that extensions have been made to Nos. 5 and 6 wharves, and that two buoys have been established near the harbour entrance.

Chart affected.—No. 1999, Ports Lyttelton and Levy, and Pigeon bay, with plan.

Publications.—New Zealand Pilot, 1919, pages 340, 341; Supplement No. 1, 1920.

Authority.—Lyttelton Harbour Board. (*H. 1098-21.*)



NEW ZEALAND—NORTH ISLAND.

Thames Harbour—Light established.

No. 242 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 566 of 1921), are republished:—

Position.—On the northern side of Kanaeranga channel, at a distance of 2.10 cables, 277°, from the north-western end of Shortland wharf.

Lat. 37° 09' S., long. 175° 32' E. (approx.).

Abridged description.—Lt. F. 30 ft., vis. 5 m.

Characteristics:

Character.—Fixed white.

Elevation.—30 feet (9m).

Visibility.—5 miles.

Structure.—A beacon.

Charts affected—No. 1108, River Thames (New Zealand).

„ 2543, Maunganui bluff to Manukau harbour,
and Tutukaka harbour to Mayor island.

Publications—List of Lights, Part VI, 1921, No. 2898a.

New Zealand Pilot, 1919, page 213.

Authority—Wellington Notice No. 73 of 1920. (*H. 1710-21.*)

NEW ZEALAND—NORTH ISLAND.

Auckland Harbour—Amendments to Chart with regard to Depths.

No. 243 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 574 of 1921), are republished:—

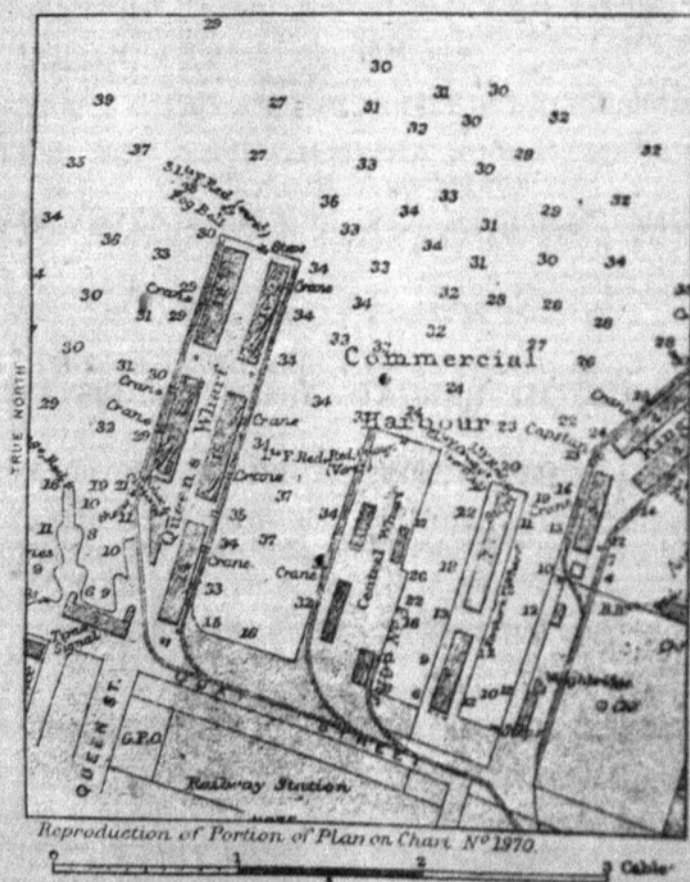
Position.—Commercial harbour, lat. $36^{\circ} 50' S.$, long. $174^{\circ} 46' E.$
(*approx.*).

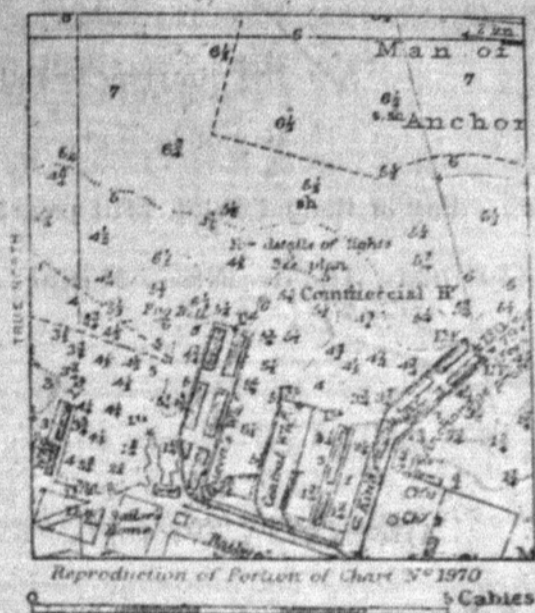
Details.—The accompanying reproduction of portions of chart No. 1970 shows the necessary corrections to that chart with regard to depths in the Commercial harbour, Auckland.

Chart affected.—No. 1970, Auckland harbour and approaches, with plan.

Publication.—New Zealand Pilot, 1919, page 190.

Authority.—Auckland Harbour Board. (*H. 1099-21.*)





PHILIPPINE ISLANDS—MINDANAO, NORTH COAST.

Iligan Bay, Camp Overton—Light discontinued.

No. 244 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 575 of 1921), are republished :—

Position.—On outer end of wharf at Camp Overton.

Lat. $8^{\circ} 13' N.$, long. $121^{\circ} 12' E.$ (*approx.*).

Details.—The fixed red light in the above position has been permanently discontinued.

Charts affected.—No. 2578, Eastern part of the Sulu or Mindoro sea.
,, 943, Molucca passage to Manila.

Publications.—List of Lights, Part VI, 1921, No. 1165.

Eastern Archipelago Pilot, Part I, 1911, page 439.
Supplement No. 5, 1920.

Authority.—Manila Notice No. 6 of 1920. (*H. 1598-21.*)

BAY OF BENGAL—NICOBAR ISLANDS.

Revello Channel—Shoal reported.

No. 245 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 583 of 1921), are republished :—

Position.—Near the middle of Revello channel, at a distance of about 3 miles south-westward from Expedition harbour entrance.

Lat. $8^{\circ} 00' 45'' N.$, long. $93^{\circ} 25' 50'' E.$ (*approx.*).

Depth.—6 fathoms (11^m0).

Note.—This shoal, which is believed to be about 3 cables in extent, is to be marked on the charts with a note "*Repd. (1921) (P.A.)*."

Charts affected.—No. 840, Nicobar islands.

„ 830, Bassein river to Pulo Penang.

„ 70, Bay of Bengal.

Publication.—Bay of Bengal Pilot, 1910, page 380.

Authority.—Captain H. G. Ellis, Master of the SS. *Ismailia*.
(H. 989-21.)

AUSTRALIA—VICTORIA.

Port Phillip Entrance, South Channel—Alterations in Depths.

No. 246 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 602 of 1921), are republished :—

Position.—Portsea, lat. $38^{\circ} 19' S.$, long. $144^{\circ} 43' E.$ (*approx.*).

Details.—The accompanying reproductions of portions of charts Nos. 2747, 1171 and 1695*b* show the necessary correction to those charts with regard to alterations in depths in the South channel northward of Portsea.

From the reproductions it will also be seen that the positions of the light-buoy, Nos. 1, 2 and 3 buoys, and the buoy eastward of Portsea jetty have been slightly amended.

Charts affected.—No. 2747, Entrance to Port Phillip.

„ 1171, Port Phillip.

„ 1695*b*, Bass strait—western sheet.

Publication.—Australia Pilot, Vol. II, 1918, pages 105 to 108.

Authority.—Ports and Harbours Department, Melbourne. (H. 1100-21.)



CHINA SEA—BORNEO, WEST COAST.

Little Kapuas River Entrance—Amendments to Charts with regard to Depths and Light.

No. 247 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 603 of 1921), are republished:—

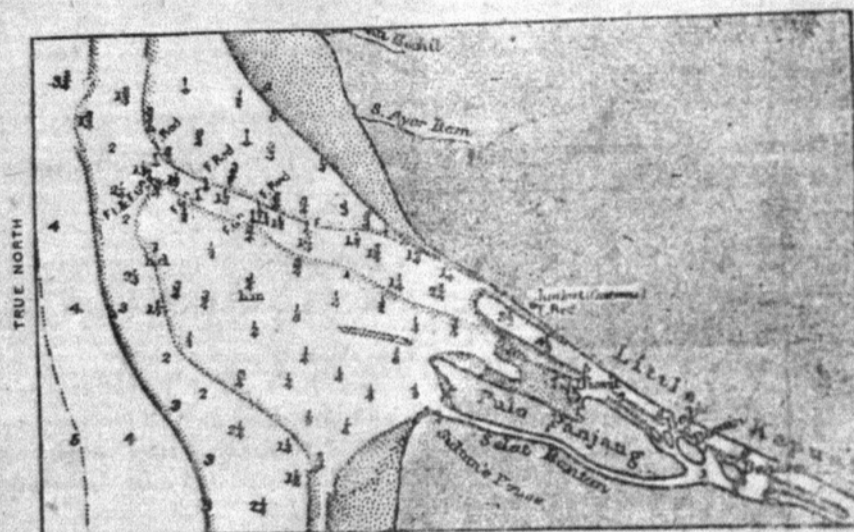
Position.—Sultan's house, lat. $0^{\circ} 02' N.$, long. $109^{\circ} 11' E.$ (approx.).

Details.—The accompanying reproduction of portions of charts Nos. 3720 and 3721 shows the necessary corrections to those charts with regard to depths, &c., in the entrance to Little Kapuas river, together with the amended position of the fixed red light at Junkat.

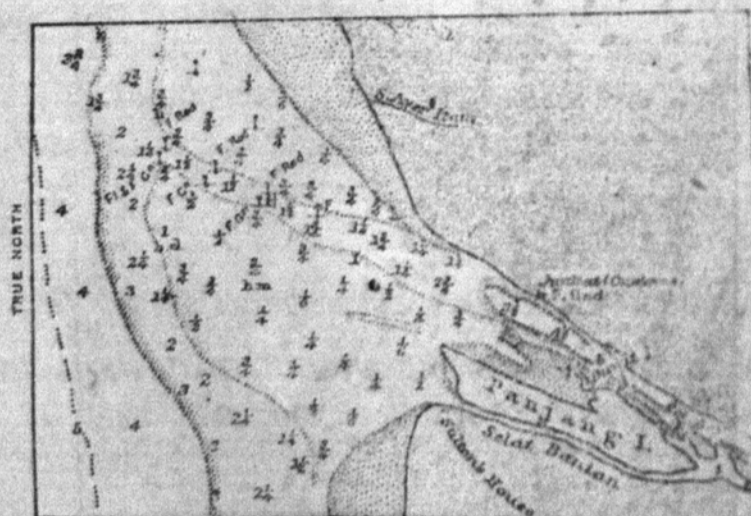
Charts affected.—No. 3720, Pontianak to Tanjong Bayung.
„ 3721, Masa Tiga island to Pontianak.

Publications.—List of Lights, Part VI, 1921, No. 1094.
China Sea Pilot, Vol. IV, 1912, page 34, Supplement No. 5, 1920.

Authority.—Tokyo Notice No. 352 of 1920. (H. 928-21.)



Reproduction of Portion of Chart N°3720



Reproduction of Portion of Chart N°3721



PORTUGUESE EAST AFRICA.

Ibo Harbour—Buoys disappeared.

*No. 248 (second publication).—*The following particulars, etc. relative to the above, issued by the British Admiralty (No. 622 of 1921), are republished :—

Position.—Ibo harbour entrance, lat. $12^{\circ} 17' S.$, long. $40^{\circ} 38' E.$ (approx).

Details.—The two buoys marking the entrance to Ibo harbour have disappeared, and are to be expunged from the chart together with the note regarding the anchorage buoy on the plan of the harbour.

Chart affected.—No. 1809, Mozambique harbour to Ras Pekawi, with plan.

Publication.—Africa Pilot, Part III, 1915, page 300, Supplement No. 4, 1920.

Authority.—Lisbon Notice No. 5 of 1921. (H. 2052-21.)

CHINA, EAST COAST—FORMOSA STRAIT.

Brothers Islets—Non-existence of Obstruction eastward of.

*No. 249 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 625 of 1921), are republished :—

Former Notice.—No. 380 of 1921. (This office No. 213 of 1921.)

Position.—At a distance of about 19 miles eastward of the Brothers islets.

Lat $23^{\circ} 38' 00'' N.$, long. $118^{\circ} 01' 30'' E.$ (approx).

Remarks.—An examination of the locality has failed to reveal any trace of the obstruction reported in the above position. The obstruction is accordingly to be expunged from the charts.

Charts affected.—No. 1760, The Brothers to Ocksen islands.

„ 1968, Formosa island and strait.

„ 2661b, China sea, northern portion—eastern sheet.

„ 1262, Hongkong to Gulf of Liau-tung.

„ 1263, China sea.

Publication.—China Sea Pilot, Vol. V, 1912, page 95.

Authority.—Commander-in-Chief, China Station. (H. 2007-21.)

JAPAN—INLAND SEA, TSURU SHIMA SUIDO.

Mitsugahama Breakwater Light—Alteration in Characteristics.

*No. 250 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 652 of 1921), are republished :—

Former Notice.—No. 1124 of 1920. (This office No. 258 of 1920.)

Position.—On the outer end of the recently completed breakwater.
Lat. $33^{\circ} 52' N.$, long. $132^{\circ} 42' E.$ (approx.).

New abridged description.—(U) Lt. F., 30 ft., vis. 10 m.

Details.—The fixed red light has been replaced by a light having the undermentioned characteristics:—

Character.—Fixed white.

Elevation.—30 feet (9^m1).

Visibility—10 miles.

Power.—320 candles.

Structure.—White iron pillar 22 feet (6^m7) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 83, Gogo shima to Miyo shima, with plan.

„ 694, Plan of Gogo shima and Horiyé anchor-ages.

„ 3154, Ominase to Gogo shima.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1921, No. 1946.

Japan Pilot, 1914, page 365.

Authority.—Tokyo, Department of Communications, Notice No. 260 of 1921. (H. 2180-21.)

EASTERN ARCHIPELAGO—JAVA SEA.

Kangeang Group—Corrections to Charts with regard to Shoals and Rocks north-westward and westward of.

No. 251 (second publication.)—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 653 of 1921), are republished:—

(1) Existence of shoals:

(a) *Position.*—Lat. 6° 22' 20" S., long. 115° 08' 10" E.

Depth.—6 fathoms (11^m0).

(b) *Position.*—Lat. 6° 34' 10" S., long. 115° 07' 10" E.

Depth.—7 fathoms (12^m8) (coral).

(2) Non-existence of rocks:

(a) Minerva rock:

Position.—Lat. 6° 37' S., Long. 115° 05' E. (approx.).

(b) Adriana Petronella reef:

Position.—Lat. 6° 50' S., long. 114° 56' E. (approx.).

(c) Islay rock:

Position.—Lat. 7° 13' S., long. 114° 45' E. (approx.).

Remarks.—The above rocks are to be expunged from the charts.

Charts affected.—No. 1654, Island of Java—eastern portion.

„ 941*b*, Eastern Archipelago—sheet 2.

„ 2759*a*, Australia—northern portion.

„ 1263, China sea. (All except (2) (c).)

„ 748*b*, Indian ocean—northern portion.

„ 2483, Atlantic and Indian oceans, &c. ((2) (b) and (c).)

„ 2683, Pacific ocean. ((2) (b) and (c).)

„ 2937, Oceanic soundings, Indian and Western Pacific oceans. ((2) (b) and (c).)

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 174, 175 ; Supplement No. 5, 1921.

Authority.—Netherlands Government Charts. (*H.* 1477-21.)

JAPAN—INLAND SEA, HIROSHIMA WAN.

Nishino Goban Light—Alteration in period.

No. 252 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 656 of 1921), are republished :—

Position.—Lat. 34° 04' N., long. 132° 26' E. (*approx.*).

Alteration.—The period of this *flashing white and red* light has been altered from ten seconds to *four seconds*.

Chart affected.—No. 3469, Hiroshima wan.

Publications.—List of Lights, Part VI, 1921, No. 1944.

„ Japan Pilot, 1914, page 377.

Authority.—Tokyo, Department of Communications, Notice No. 281 of 1921. (*H.* 2181-21.)

JAPAN—GULF OF OSAKA.

Osaka Breakwater Lights—Correction to Chart No. 3566.

No. 253 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 657 of 1921), are republished :—

Former Notice.—No. 2079 of 1920. (*This office No. 38 of 1921.*)

(1) North breakwater light :

Position.—On the outer end of the north breakwater.

Lat. 34° 38' N., long. 135° 23' E. (*approx.*).

New abridged description.—(U) Lt. Occ. *ev.* 4 sec., 36 ft., vis. 11 m.

(2) South breakwater light:

Position.—On the outer end of the south breakwater.

New abridged description.—(U) Lt. Occ. Red ev. 4 sec., 36 ft., vis. 11 m.

Remarks.—The abridged descriptions of these lights are to be corrected as above on chart No. 3566, which was not included in the list of charts affected by the former Notice.

Chart affected.—No. 3566, Izumi nada and Harima nada.

Authority.—Hydrographic Department. (H. 2245-21.)

GULF OF ADEN—GULF OF TAJURA ENTRANCE.

Obokh—Buoy withdrawn.

No. 254 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 668 of 1921), are republished:—

Position.—Off the eastern end of Laclocheterie bank.

Lat. $11^{\circ} 57' N.$, long. $43^{\circ} 17' E.$ (approx.).

Remarks.—The black conical buoy has been withdrawn.

Charts affected.—No. 919, Plan of Obokh.

„ 253, Jebel Jan to Shab Kulangarit.

Publications.—Red Sea, &c., Pilot, 1909, page 418.

Red Sea, &c., Pilot, 1921 (in press).

Authority.—Paris Notice No. 472 of 1921 (H. 1967-21.)

JAPAN—KIUSIU, WEST COAST.

Hayasaki Seto—Existence of Rocks.

No. 255 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 672 of 1921), are republished:—

(1) *Position*.—At a distance of about 9 cables eastward from Gotsu reef light.

Lat. $32^{\circ} 34' 42'' N.$, long. $130^{\circ} 07' 21'' E.$

Depth.— $6\frac{1}{2}$ fathoms (12^m3), rock.

(2) *Position*.—At a distance of about 11 cables south-westward from Gotsu reef light.

Lat. $32^{\circ} 33' 45'' N.$, long. $130^{\circ} 05' 20'' E.$

Depth.— $4\frac{1}{2}$ fathoms (8^m7), rock.

Charts affected.—No. 836, Amakusa islands and Yatsushiro sea.

„ 3692, Shimabara kiwan.

Publication.—Japan Pilot, 1914, page 447.

Authority.—Tokyo Notice No. 17 of 1921. (H. 1852-21.)

JAPAN—INLAND SEA, AKI NADA.

Oai Jima—Rock south-eastward of.

No. 256 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 685 of 1921), are republished:—

Position.—In the channel between Oai jima and Koai jima, at a distance of one mile, 331°, from Koai jima Δ .

Lat. 34° 04' N., long. 132° 43' E. (approx.).

Depth.—9 fathoms (16_m 5), rock.

Remarks.—This rock has been named "Ō Ishi."

Charts affected.—No. 83, Gogo shima to Miyo shima.

" 2875, Naikai (Seto uchi) or Inland sea.

Publication.—Japan Pilot, 1914, page 368.

Authority.—Tokyo Notice No. 6 of 1921. (H. 1848-21.)

JAPAN—HONSHU, SOUTH COAST, ISE NO UMI.

Noma Ga Saki—Light established.

No. 257 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 693 of 1921), are republished:—

Position.—Lat. 34° 45' 23" N., long. 136° 50' 45" E., on chart No. 952.

Abridged description.—Lt. Occ. ev. 6 sec., 62 ft., vis. 13 m.

Characteristics:

Character.—Occulting white every six seconds, thus:

Light,	eclipse.
3 sec.	3 sec.

Elevation.—62 feet (18^m9).

Visibility.—13 miles, from 326° through north to 164°.

Power.—1,300 candles.

Structure.—White circular concrete tower, 56 feet (17^m1) in height.

Charts affected.—No. 952, Owashi wan to Atsumi wan.

" 996, Kii suido to Tokyo.

" 2347, Honshū, Kinsiu and Shikoku, &c.

Publications.—List of Lights, Part VI, 1921, No. 2026a.

Japan Pilot, 1914, page 170.

Authority.—Tokyo, Department of Communications, Notice No. 229 of 1921. (H. 2286-21.)

AUSTRALIA—WEST COAST.

Fremantle to Cape Naturaliste—Magnetic Disturbance reported.

No. 258 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 694 of 1921), are republished:—

Position.—Fremantle harbour entrance, lat. 32° 03' S., long. 115° 45' E. (approx.).

Cape Naturaliste, lat. 33° 32' S., long. 115° 01' E. (approx.).

Details.—A magnetic disturbance, which deflected the compass needle about 20° to the westward, was experienced by the SS. *Chindwara* between Fremantle and Cape Naturaliste on the 4th February 1921.

Normal magnetic variation was not regained until the ship had passed Cape Leeuwin.

Mariners are warned accordingly.

Publication.—Australia Pilot, Vol. V, 1914, pages 408, 411.

Authority.—Extract from Meteorological Report of SS. *Chindwara* (H. 2108-21.)

NEW GUINEA—NORTH-WEST COAST.

- (1) *Misool, Katapu Anchorage and Approaches—Existence of Shoals.*
 (2) *Jef Doif islands—Shoal patch in vicinity.*

No. 259 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 695 of 1921), are republished:—

(1) **Misool, Katapu Anchorage and Approaches.**

Position.—Katapu anchorage, lat. $1^{\circ} 50' S.$, long. $129^{\circ} 51' E.$

Details.—The accompanying reproduction of a portion of chart No. 3744 shows the necessary corrections to that chart with regard to shoals in Katapu anchorage and approaches.

The inner $2\frac{1}{2}$ fathom shoal, which is situated at a distance of 13.05 cables, 063° , from the centre of Nusa Pial, is to be inserted on the plan of the abovementioned anchorage on chart No. 3440.

(2) **Jef Doif Islands.**

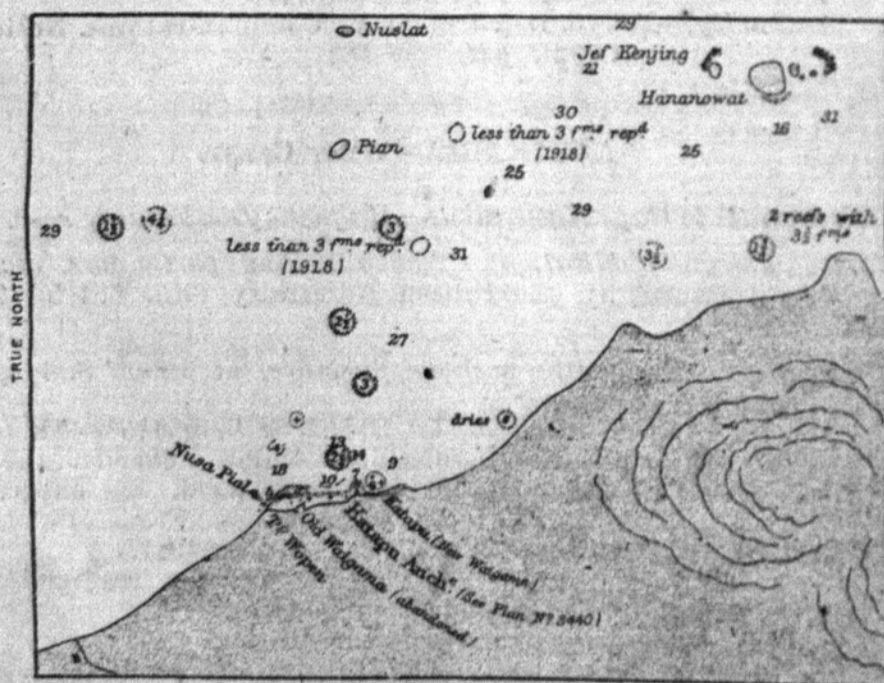
Position.—At a distance of about 3 miles northward of Kommerrust.
 Lat. $0^{\circ} 47' 00'' S.$, long. $129^{\circ} 53' 00'' E.$

Depth.—13 fathoms (23^m8), coral.

Charts affected.—No. 3440, Plan of Katapu anchorage.
 „ 3744, Tanjong Suabur to Kabu islands, etc.
 „ 3745, Kabu islands to Tanjong Kasbi, etc. (2).
 „ 942b, Eastern archipelago—sheet IV.

Publication.—Eastern Archipelago Pilot, Part III, 1911, pages 104, 109.

Authority.—Hague Notice No. 551 of 1921. (H. 2037-21.)



CELEBES—MAKASSAR STRAIT.

Makassar Road—Amendments to Charts.

No. 260 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 696 of 1921), are republished:—

Position.—Makassar, lat. $5^{\circ} 08' S.$, long. $119^{\circ} 24' E.$

Details.—The accompanying reproductions of portions of charts Nos. 2662 and 1293 show the following:—

- (a) The position of Quarantine island and breakwater recently constructed on Great Lae Lae shoal.
- (b) The position of a breakwater recently constructed on Little Lae Lae shoal.
- (c) Extensions to the quay at Makassar.
- (d) Positions of mooring buoys which have been established off the abovementioned quay.
- (e) Position of beacon which has been erected on edge of shoal bank extending from Fort Rotterdam.
- (f) Alteration in abridged description of Mariso light; the new light is *occulting*, with *white* and *red* sectors *every ten seconds*, thus:

Light,	eclipse.
5 sec.	5 sec.

Charts affected.—No. 2662, Plan of Makassar road.

„ 1293, Approach to Makassar.

„ 2637, South part of the Strait of Makassar.
(a), (b) and (f).

„ 941b, Eastern archipelago—sheet II. (f).

„ 2739a, Australia—northern portion. (f).

Publications.—List of Lights, Part VI, 1921, No. 1017.

Eastern Archipelago Pilot, Part II, 1913, pages 385, 386, 389; Supplement No. 4, 1919.

Authority.—Hague Notices Nos. 2202 of 1920, 356 of 1921 and Tokyo Notice No. 333 of 1920. (*H. 7692-20, 921 & 1368-21*).



0 1 2 3 Sea Miles.



0 5 10 Miles

AFRICA, SOUTH-EAST COAST—NATAL.

*Durban—Amended Positions and Characteristics of Breakwater Lights;
Non-Existence of Beacon.*

No. 261 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 705 of 1921), are republished:—

(1) North breakwater light:

Position.—On the centre line of the breakwater, at a distance of 28 yards (25^m6) shoreward from charted position.

Lat. 29° 52' S., long. 31° 04' E. (*approx.*).

Remarks.—The visibility of this *occulting red* light is now 3 miles; the remaining characteristics are unaltered.

(2) South breakwater light:

Position.—On the centre line of the breakwater, at a distance of about 80 yards (73^m2) shoreward from charted position and 93 yards (85^m0) from the end of the breakwater.

Remarks.—The elevation of this *fixed white* light is now 28 feet (8^m5); the remaining characteristics are unaltered.

(3) Non-existence of beacon:

Position.—At the outer end of the old North pier.

Lat. 29° 52' S., long. 31° 03' E. (*approx.*).

Remarks.—This beacon is to be expunged from the chart.

Charts affected.—No. 2908, Durban.

„ 643, Durban and approaches.

Publications.—List of Lights, Part VI, 1921, Nos. 49, 50.

Africa Pilot, Part III, 1915, page 169.

Authority.—General Manager, South African Railways and Harbours. (*H. 1992-21.*)

CHINA SEA—TONG KING GULF, HAINAN STRAIT.

(1) *Hainan Head—Wreck eastward of.* (2) *Baksha Banks—Fishing stakes north-westward of.*

No. 262 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 708 of 1921), are republished:—

(1) **Hainan Head.**

Position.—At a distance of 3·05 miles, 089°, from charted position of the beacon situated on the end of the reef extending northward from Hainan point (*approx.*).

Lat 20° 10' N., long. 110° 45' E.

Description.—Sunken wreck of a vessel with two masts showing above water.

Remarks.—The year date “(1920)” is to be inserted against this wreck on the plan of Inner passage on chart No. 876.

(2) **Baksha Banks.**

Position.—Lat. 20° 09' N., long. 110° 24' E. (*approx.*).

Remarks.—The note “*Fishing Stakes reported hereabouts (1920)*” is to be placed on the charts in the above position.

Charts affected.—No. 876, Hainan strait, with plan.

„ 2062, Tongking gulf.

„ 2661a, China sea, northern portion—western sheet.

Publication.—China Sea Pilot, Vol. III, 1912, page 342.

Authority.—H.M.S. *Magnolia*, Remark Book. (*H 2268-21.*)

CHINA, EAST COAST—YANG TSE KIANG APPROACH, CHUSAN
ARCHIPELAGO.

Steep Island Pass—Amended Position of and Depth over Wreck south-westward of.

No. 263 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 709 of 1921), are republished:—

Former Notice.—No. 434 of 1921. (*This office No. 221 of 1921.*)

Position.—At a distance of about $6\frac{1}{2}$ miles south-westward from Steep island lighthouse and one mile south-westward from charted position.

Lat. $30^{\circ} 08' 17''$ N., long. $122^{\circ} 29' 30''$ E.

Details.—There is a least depth of 8 fathoms (14m6) over the wreck of the dredger *Shanghai* in the above position.

Charts affected.—No. 1124, Southern approach to the Yang tse kiang.

No. 1199, Kue shan islands to the Yang tse kiang.

Authority.—Shanghai Notice No. 720, dated 24th February 1921. (H. 2315-21.)

CHINA, SOUTH-EAST COAST—HONGKONG.

Wag Lan Islet Lighthouse—Alteration in Fog Signal.

No. 264 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 710 of 1921), are republished:—

Former Notice.—No. 871 of 1920. (*This office No. 206 of 1920.*)

Position.—Lat. $22^{\circ} 11'$ N., long. $114^{\circ} 18'$ E. (*approx.*).

Alteration.—The explosive fog-signal gives *two* reports, with an interval of *fifteen seconds* between them, *every twelve minutes*.

Remarks.—This alteration, which was notified in the former notice quoted above as being of a temporary character, is now to be indicated on the charts.

Charts affected.—No. 1466, Hongkong.

„ 3605, Hongkong to Mirs bay.

„ 3026, Macao to Pedro Blanco, including Hongkong

Publications.—List of Lights, Part VI, 1921, No. 1525.

China Sea Pilot, Vol III, 1912, page 496.

Authority.—Harbour Master, Hongkong. (H. 248-21.)

AFRICA, EAST COAST—TANGANYIKA TERRITORY.

(1) *Kilwa Main Pass—Buoys established.* (2) *Mafia island, west coast—Buoy established; alteration in position and description of buoy.*

No. 265 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 729 of 1921), are republished:—

(1) **Kilwa Main Pass.**

(a) *Position.*—At the southern end of the reef extending southward from Fanjove island.

Lat. $8^{\circ} 38' 00''$ S., long. $39^{\circ} 34' 05''$ E.

Description.—A pillar buoy painted in black and white horizontal bands.

(b) *Position.*—On the northern side of Amana reef.

Lat. $8^{\circ} 42' 05''$ S., long. $39^{\circ} 27' 00''$ E.

Description.—A conical buoy painted in black and white chequers.

(2) Mafia Island, West Coast.

(a) Buoy established :

Position.—At the northern extremity of Kilindoni spit, at a distance of about three-quarters of a mile south-westward from Tirene reef.

Lat. $7^{\circ} 52' 25''$ S., long. $39^{\circ} 38' 25''$ E.

Description.—A black conical buoy.

(b) Alteration in position and description of Kilindoni buoy :

New position.—At a distance of about a quarter of a mile south-westward from charted position and one mile westward from Kilindoni beacon.

Lat. $7^{\circ} 54' 05''$ S., long. $39^{\circ} 39' 10''$ E.

Description.—A small conical buoy.

Charts affected.—No. 1032, Channels between Kilwa point and north Mafia channel.

„ 662, Kilwa point to Zanzibar channel.

Publication.—Africa Pilot, Part III, 1915, pages 342, 359.

Authority.—Port and Marine Department, Dar es Salaam. (H. 2469-21.)

AFRICA, EAST COAST—TANGANYIKA TERRITORY.

Dar es Salaam Harbour—New Traffic Signals.

No. 266 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 730 of 1921), are republished :—

Position.—East Ferry point, lat. $6^{\circ} 50'$ S., long. $39^{\circ} 18'$ E.

Details.—The following new traffic signals are now exhibited at the signal station on East Ferry point :—

A black cone hoisted when a vessel is entering, and a black ball when a vessel is leaving.

When a vessel is about to enter, any vessel wishing to leave is to remain in harbour until the incoming vessel has anchored.

Note.—The information given under paragraph “Signals” in the Sailing Directions quoted below is to be deleted and the above particulars substituted.

Publication.—Africa Pilot, Part III, 1915, page 378; Supplement No. 4, 1920.

Authority.—Port and Marine Department, Dar es Salaam. (H. 2468-21.)

PHILIPPINE ISLANDS—PALAWAN ISLAND, EAST COAST.

Dumaran Island to Deep Bay—Amendments to Charts with regard to Reefs and Shoals.

No 267 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 731 of 1921), are republished :—

Position.—(i) Pasig shoal, lat. $9^{\circ} 54'$ N., long. $119^{\circ} 30'$ E. (approx.).

(ii) Langoi (Christmas island), lat. $10^{\circ} 30'$ N., long. $119^{\circ} 59'$ E. (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 967, 2660b, 943, 2578 and 1263 show the necessary corrections to those charts with regard to reefs and shoals between Deep bay and Dumaran island.

Charts affected.—No. 967, Palawan island.

„ 2660b, China sea, southern portion—eastern sheet.

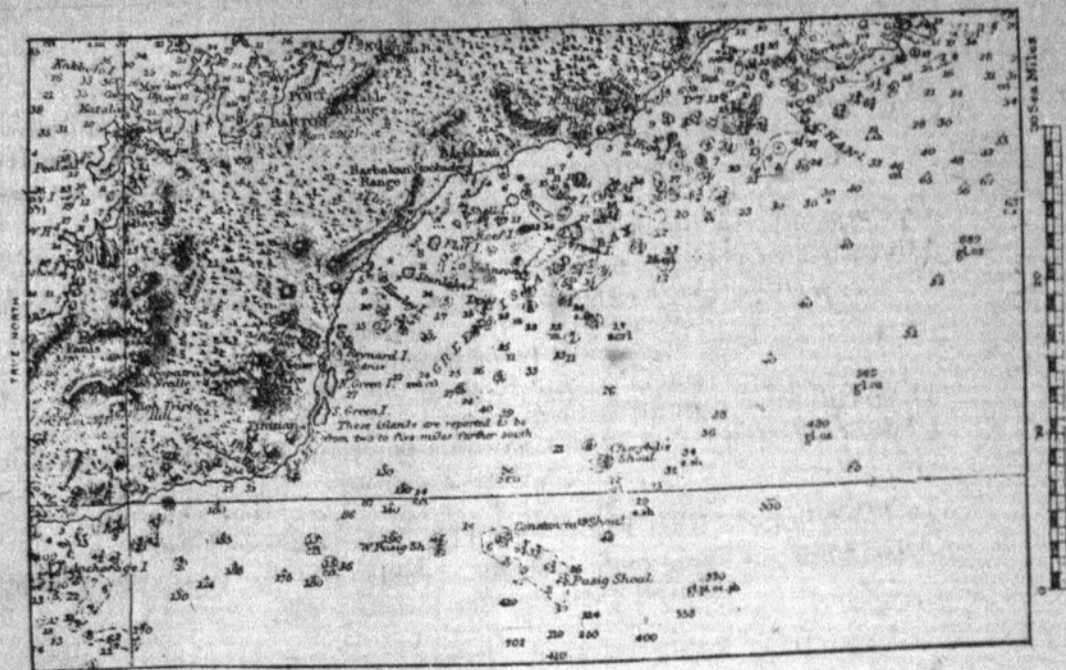
„ 943, Molucca passage to Manila.

„ 2578, Eastern part of the Sulu or Mindoro sea.

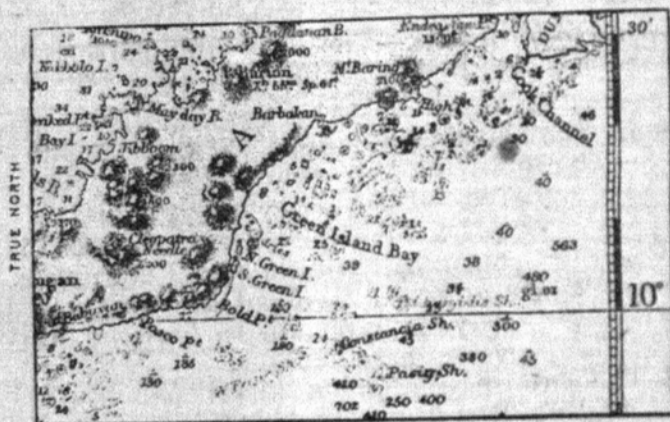
„ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part I, 1911, pages 89 to 98; Supplement No. 5, 1920.

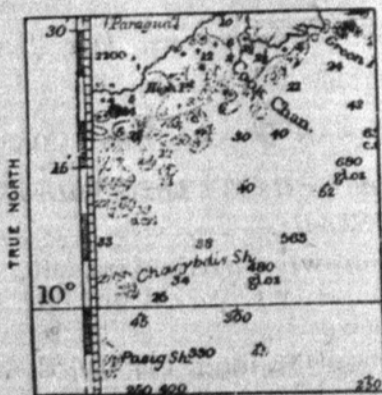
Authority.—U.S.A. Government chart. (H. 5682-20.)



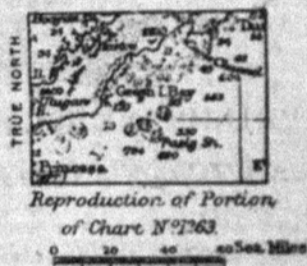
Reproduction of Portion of Chart N° 967



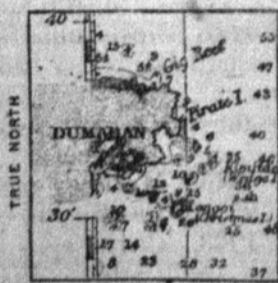
Reproduction of Portion of Chart N^o 2660^B.



Reproduction of Portion of Chart N° 943.



Reproduction of Portion
of Chart N° 763.



Reproduction of Portion
of Chart N^o 2578.

AUSTRALIA, WEST COAST—SHARK BAY.

Denham Channel, Northern Entrance—Buoy established.

No. 268 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 736 of 1921), are republished :—

Position.—On the eastern side of the channel, at a distance of about half a mile north-eastward from the red beacon on the end of Heirisson flats.

Lat. $25^{\circ} 53' 30''$ S., long. $113^{\circ} 15' 00''$ E.

Description.—A black can buoy.

Charts affected.—No. 518, Shark bay.

„ 1056, Cape Cuvier to Champion bay.

Publication.—Australia Pilot, Vol. V, 1914, page 326.

Authority.—Fremantle, Harbour and Lights Department, Notice dated 16th February 1921. (*H. 2471-21.*)

AUSTRALIA—VICTORIA.

Port Phillip entrance, South channel—Decreased depth on shoal.

No. 269 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 744 of 1921), are republished :—

Former Notice.—No. 602 of 1921. (*This office No. 246 of 1921.*)

Position.—At a distance of about $4\frac{1}{2}$ cables south-westward of the light-buoy situated $10\frac{1}{2}$ cables northward of Portsea jetty light.

Lat. $38^{\circ} 18'$ S., long. $144^{\circ} 43'$ E.

Details.—Further information has been received that the depth on the shoal in the above position is 22 feet instead of 27 feet and 29 feet indicated on the reproductions accompanying the former Notice.

Charts affected.—No. 2747, Entrance to Port Phillip.

„ 1171, Port Phillip.

Publication.—Australia Pilot, Vol. II, 1918, page 106.

Authority.—Melbourne Notice No. 2 of 1921. (*H. 2523-21.*)

AUSTRALIA—QUEENSLAND, HOWICK ISLANDS.

Coquet Island—Depths eastward of.

No. 270 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 751 of 1921), are republished :—

Position.—(i) At a distance of 4.80 miles, 097° , from Coquet Island lighthouse.

Lat. $14^{\circ} 33'$ S., long. $145^{\circ} 04'$ E. (*approx.*).

(ii) At a distance of about half a mile westward from (i) and 4.30 miles, 099° , from Coquet Island lighthouse.

Depth.—7 fathoms (12^m8), in each case.

Remarks.—The above depths were obtained during a recent further search for Megæra rock, marked "P.D." on the charts. The search for this reported rock will be continued and in the meantime the rock is to be retained on the charts in its present position.

Charts affected.—No. 2922, Turtle group to Claremont point.
 „ 2923, Hope Islands to Turtle group.

Publication.—Australia Pilot, Vol. IV, 1917, pages 239, 240.

Authority.—H. M. Surveying vessel *Fantome*. (H. 490-21.)

CHINA, EAST COAST.

Wei Hai Wei anchorage.—Further amendments to charts with regard to berths and moorings.

No. 271 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 772 of 1921), are republished:—

Former Notice.—No. 1837 of 1920. (This office No. 3 of 1921.)

Position.—Observatory Island, lat. 37° 30' N., long. 122° 10' E. (approx.).

1. Mooring berths (4), (5), (6) and (7), south-eastward of Leu kung tau, are situated as given below, and not as shown on the charts; the charts are to be corrected accordingly:—

Berth.	Position.
(4)	At a distance of 4.70 cables, 211°, from Observatory Island West beacon.
(5)	At a distance of 1.80 cables, 136°, from (4).
(6)	„ „ „ 1.80 cables, 136°, from (5).
(7)	„ „ „ 1.80 cables, 136°, from (6).

2. The following are to be expunged from the charts:—

(a) Berth (8) at a distance of 2.50 cables, 170°, from the outer end of the Iron pier.

(b) Mooring-buoy at a distance of 1.80 cables, 137°, from the outer end of the Iron pier.

Note.—A new edition of chart No. 3025 will shortly be issued embodying the above corrections.

Charts affected.—No. 3025, Wei hai wei anchorage.

„ 2823, Wei hai wei and approaches. 2 (b).

Publication.—China Sea Pilot, Vol. V, 1912, page 456; Supplement No. 5, 1920.

Authority.—Commander-in-Chief, China Station, and H.M.S. *Hawkins*, Hyd. Note No. 7 of 1920. (H. 2578-21.)

TASMANIA—HUON RIVER.

The Butts—Light discontinued.

No. 272 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 773 of 1921), are republished :—

Position.—Lat. $43^{\circ} 17' S.$, long. $147^{\circ} 08' E.$ (approx.).

Details.—The fixed white light has been discontinued and is to be expunged from the charts.

Note.—The note "*Disused Lt. Ho.*" is to be inserted against the Butts rock.

Charts affected.—No. 960, Approaches to Hobart.

„ 1079, Tasmania.

Publications.—List of Lights, Part VI, 1921, No. 2836.

Australia Pilot, Vol. II, 1918, page 354.

Authority.—Hobart Notice dated 4th March 1921. (H. 2399-21.)

EASTERN ARCHIPELAGO—CELEBES, NORTH COAST.

Belonlioh Bay—Extension of bank.

No. 273 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 774 of 1921), are republished :—

Position.—Outer end of bank, at a distance of 1·30 cables, 327° , from the western extremity of the drying reef extending westward from Tanjong Bonto and 039° from the extremity of the point at Sentigi.

Lat. $1^{\circ} 21' N.$, long. $120^{\circ} 55' E.$ (approx.).

Details.—The bank on the eastern side of the entrance has extended slightly to the north-westward, a depth of 4 fathoms (7^m3) being obtained in the above position.

Note.—The ten-fathom line in this locality on the charts is to be extended about half a cable to the north-westward to include the above depth.

Charts affected.—No. 2662, Plan of Lingadang road and Belonlioh bay.

„ 3394, Tanjong Lutuno to Dondo point.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 554.

Authority.—Hague Notice No. 452 of 1921. (H. 1762-21.)

MADAGASCAR, WEST COAST.

Morondava Approach—Non-existence of reported shoal.

No. 274 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 775 of 1921), are republished :—

Position.—At a distance of about 15 miles westward from the entrance to the River Morondava.

Lat. $20^{\circ} 17' 00'' S.$, long. $44^{\circ} 01' 00'' E.$

Details.—Information has been received that the shoal reported in approximately the above position, in the year 1920, does not exist and it is to be expunged from the charts accordingly.

Remarks.—On some copies of the charts the year date against this shoal was incorrectly shown as “(1902).”

Charts affected.—No. 759a, Cape St. Andrew to Bevato Island.

„ 597, Delagoa Bay to Cape Guardafui.

Publication.—South Indian Ocean Pilot, 1911, page 432; Supplement No. 6, 1921.

Authority.—Captain W. G. Young, Antananarivo. (H. 2495-21.)

JAPAN—INLAND SEA, MEKARI SETO.

Chodayusho light—Alteration in characteristics.

No. 275 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 782 of 1921), are republished:—

Position.—Lat. $34^{\circ} 22'$ N., long. $133^{\circ} 08'$ E. (approx.).

New abridged description.—(U) Lt. Fl. W. R. ev. 4 sec., 22 ft., vis. 9 & 8 m.

Details.—The fixed light with white and red sectors has been replaced by a light having the undermentioned characteristics:—

Character.—Flashing, with white and red sectors, every four seconds.

Elevation.—Unaltered.

Visibility.—White light, 9 miles; red light, 8 miles.

Power.—White light, 120 candles; red light, under 100 candles.

Remarks.—The limits of the sectors remain unchanged.

Charts affected.—No. 3325, Channels between Neko seto and Mekari seto.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1921, No. 1973.
Japan Pilot, 1914, page 341.

Authority.—Tokyo, Department of Communications, Notice No. 324 of 1921. (H. 2624-21.)

CHINA, NORTH COAST—SHANTUNG PROMONTORY.

North-east Promontory—New light to be established.

No. 276 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 783 of 1921), are republished:—

Date of establishment.—On or about 31st May 1921.

Position.—Lat. $37^{\circ} 24'$ N., long. $122^{\circ} 42'$ E.

Details.—It is intended to replace this light by a new light the character of which will be *group flashing*, with *white* and *red* sectors, showing *two* flashes in quick succession *every fifteen seconds*; the limits of the sectors will remain unaltered.

Remarks.—Whilst the above alteration is being carried out two temporary lights will be exhibited, as undermentioned, one on the eastern side and one on the western side of the light tower:

Character.—*Flashing white every five seconds*, thus:

Flash.	eclipse.
1 sec.	4 sec.

Visibility.—10 miles.

Note.—Further notice will be given when information has been received respecting the establishment of the new permanent light.

Charts temporarily affected.—No. 3457, Li-tau bay to Chu tau.

„ 3491, Shitan bay to North-east promontory.

„ 1255, Kyau chau bay to Lai chau bay.

„ 3480, Shantung promontory to Nagasaki.

„ 1256, Gulfs of Pe chili and Liao tung.

„ 1262, Hongkong to Gulf of Liao tung.

„ 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI, 1921, No. 1633.

China Sea Pilot, Vol. V, 1912, page 446.

Authority.—Shanghai Notice No. 72 of 5th March 1921. (H. 2623-21.)

CHINA SEA—GASPAR STRAIT.

Macclesfield channel—Existence of shoal.

No. 277 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 784 of 1921), are republished:—

Position.—On the western side of the channel, at a distance of about $1\frac{1}{2}$ miles south-eastward of Tanjong Laba (Rocky point) lighthouse.

Lat. $2^{\circ} 57' 45''$ S., long. $106^{\circ} 56' 15''$ E.

Depth.—4 fathoms (8^m6).

Charts affected.—No. 2137, Gaspar strait.

„ 2149, Banka and Gaspar straits.

Publication.—China Sea Pilot, Vol. II, 1915, page 143.

Authority.—Hague Notice No. 81 (Miscellaneous) of 1921.

(H. 2621-21.)

The 22nd July 1921.

JAPAN—SHIMONOSEKI KAIKYO.

Kanabuse Se Light—Alteration in characteristics.

No. 194 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 881 of 1921), are republished :—

Position.—Lat. $33^{\circ} 58' N.$, long. $130^{\circ} 59' E.$ (*approx.*).

New abridged description.—Lt. Fl. *ev. 3 sec., 27 ft., vis. 10 m. (U).*

Details.—The fixed white light has been replaced by a light having the undermentioned characteristics :—

Character.—*Flashing white every three seconds.*

Visibility.—10 miles.

Power.—120 candles.

Remarks.—The other characteristics of the light remain unchanged.

Charts affected.—No. 1578, Shimonoseki kaikyo.

" 532, Approach to Shimonoseki kaikyo.

" 3225, Shimonoseki kaikyo to Maruyama zaki.

" 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1921, No. 1929.
Japan Pilot, 1914, page 577.

Authority.—Tokyo, Department of Communications, Notices
Nos. 256 and 524 of 1921. (*H. 2287-21.*)

CHINA SEA—GASPAR STRAIT.

(1) *Pulo Liat (Middle Island)—Reef northward of.*

(2) *Vansittart Shoals—Shoal south-eastward of.*

No. 195 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 884 of 1921), are republished :—

(1) **Pulo Liat (Middle Island).**

Position.—At a distance of about 3 miles northward of the northern extremity of Pulo Liat.

Lat. $2^{\circ} 46' 00'' S.$, long. $107^{\circ} 04' 55'' E.$

Description.—A reef, named "Dorothea," with a depth of less than 6 feet ($1^m 8$).

Note.—The note "(P.D.)" is to be placed against this reef on the chart.

(2) **Vansittart Shoals.**

Position.—At a distance of about $7\frac{1}{2}$ miles southward of Bakau (Low) islet.

Lat. $3^{\circ} 10' 05'' S.$, long. $107^{\circ} 08' 55'' E.$

Depth.— $3\frac{1}{2}$ fathoms ($6^m 8$).

Charts affected.—No. 2137, Gaspar strait.

" 2149, Banka and Gaspar straits.

" 941a, Eastern archipelago—sheet 1.

Publication.—China Sea Pilot, Vol. II, 1915, pages 141, 144, 145.

Authority.—Netherlands Government Chart. (*H. 2651 & 2659-21.*)

CHINA SEA—HONG KONG.

Cape d'Aguilar—Wireless weather bulletins established.

No. 196 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 892 of 1921), are republished :—

Position.—Cape d'Aguilar (Tai long head) W-T station, lat. $22^{\circ} 13' N.$, long. $114^{\circ} 16' E.$ (*approx.*).

Call signal.—VPS.

Details.—A summary of meteorological conditions and weather forecasts is transmitted from the above W-T station daily at 0500 and 0900 G.M.T. (civil).

Publications.—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), No. 6229b.

China Sea Pilot, Vol. III, 1912, pages 12, 496; Supplement No. 5, 1920.

Authority.—Hong Kong Observatory Notice No. 452, dated 12th March 1921. (H. 8076-19.)

CHINA SEA—HONG KONG.

Cape d'Aguilar—Wireless storm signals established.

No. 197 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 893 of 1921), are republished :—

Position.—Cape d'Aguilar (Tai long head) W-T station, lat. $22^{\circ} 13'$ N., long. $114^{\circ} 16'$ E. (approx.).

Call signal.—VPS.

Details.—Storm signals are broadcasted from the above W-T station daily at 0400 G.M.T. (civil) and repeated every two hours until 1600 G.M.T. (civil). If a second warning is issued during the day, the later warning will be substituted.

Publications.—List of Lights, Time Signals, and Wireless Signals, 1921 (All Parts), No. 6359b.

China Sea Pilot, Vol. III, 1912, pages 12, 496.

Authority.—Hong Kong Observatory Notice No. 452, dated 12th March 1921. (H. 8076-19.)

JAPAN—SHIMONOSEKI KAIKYO.

Nagamura Front leading light—Alteration in colour.

No. 198 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 907 of 1921), are republished :—

Position—On the beach at Maruyama.

Lat. $33^{\circ} 58'$ N., long. $130^{\circ} 57'$ E. (approx.).

New abridged description.—Lt. F. Red, 40 ft., vis. 11 m.

Alteration.—The colour of the fixed front leading light has been altered from white to red.

Remarks.—The visibility of the light is now 11 miles; in other respects the light is unaltered.

Charts affected.—No. 3114, Moji and Shimonoseki ko.

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

Publications.—List of Lights, Part VI, 1921, No. 1926.

Japan Pilot, 1914, page 567.

Authority.—Tokyo, Department of Communications Notice No. 584 of 1921. (H. 2977-21.)

JAPAN—INLAND SEA, KUDAKO SUIDO.

Kudako Shima light—Alteration in character.

No. 199 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 924 of 1921), are republished :—

Position.—Lat. $33^{\circ} 58'$ N., long. $132^{\circ} 34'$ E. (approx.).

New abridged description.—Lt. Occ. ev. 6 sec., 179 ft., vis. 20 m. (U).

Alteration.—The character of the light has been altered from alternating flashing white and red to *occulting white every six seconds*, thus :

Light, 3 sec.	eclipse. 3 sec.
------------------	--------------------

Remarks.—The visibility of the light is now 20 miles and the power is 1,300 candles.

Charts affected.—No. 3154, Ominase to Gogo shima.

„ 3469, Hiroshima wan.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1921, No. 1948.
Japan Pilot, 1914, page 370.

Authority.—Tokyo, Department of Communications Notice No. 490 of 1921. (*H.* 2924-21.)

CHINA SEA—HONG KONG.

(1) *Stonecutters Island—Wireless time signal established.*

(2) *Cape d'Aguilar—Wireless time signal discontinued.*

No. 200 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 925 of 1921), are republished :—

(1) **Stonecutters island.**

Position.—Stonecutters island (Wan chu chau) W-T station, lat. 22° 19' 21" N., long. 114° 08' 43" E.

Call signal.—BXY.

Wave length.—2,000 metres.

Details.—The signals are sent out from Hong Kong observatory via Stonecutters island W-T station, and are preceded from 21h. 54m. 00s. to 21h. 55m. 00s., and from 8h. 54m. 00s. to 8h. 55m. 00s. Standard time, by the following warning :—

CQ DE BXY Time Wait.

The time signals are dots of about 0.2 second duration sent at the even seconds from 21h. 56m. 00s. to 22h. 00m. 00s. and from 8h. 56m. 00s. to 9h. 00m. 00s., Standard time, corresponding to 13h. 56m. 00s. to 14h. 00m. 00s. and 0h. 56m. 00s. to 1h. 00m. 00s., G.M.T., respectively. The dots are omitted at the 2nd, 28th, 50th, 52nd and 54th seconds, for the purpose of identifying the signals.

Note.—All W-T stations within range of Stonecutters island W-T station should cease operations from 21h. 54m. 00s. to 22h. 00m. 00s. and from 8h. 54m. 00s. to 9h. 00m. 00s., Standard time.

(2) **Cape d'Aguilar.**

Position.—Cape d'Aguilar W-T station, lat. 22° 12' 30" N., long. 114° 15' 45" E.

Details.—The wireless time signal sent out by this station has been discontinued.

Publications.—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), No. 5019.

China Sea Pilot, Vol. III, pages 494, 496; Supplement No. 5, 1920.

Authority.—Hong Kong Observatory Notice No. 452, dated 12th March 1921. (*H.* 8076-19.)

RED SEA.

Daedalus Reef (Abdul Khisan) Lighthouse—Alteration in colour.

No. 201 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 937 of 1921), are re-published :—

Position.—Lat. $24^{\circ} 55'$ N., long. $35^{\circ} 51'$ E. (*approx.*).

Details.—This lighthouse, which was formerly coloured red, has now been painted in black and white chequers.

Note.—The note "*Painted in B & W. chequers*" is to be inserted under the sketch of this lighthouse on chart No. 8b.

Chart affected.—No. 8b, Red sea—sheet 2 (sketch).

Publications.—List of Lights, Part V, 1921, No. 2177.

Red Sea Pilot, 1909, page 123.

Red Sea Pilot, 1921 (*in press*).

Authority.—Alexandria Notice No. 6 of 1921. (H. 3031-21.)

RED SEA—GULF OF AKABA ENTRANCE, STRAIT OF TIRAN.

Enterprise passage—Beacons disappeared.

No. 202 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 938 of 1921), are re-published :—

Position.—(a) On western end of Gordon reef.

Lat. $27^{\circ} 58'$ N., long. $34^{\circ} 28'$ E. (*approx.*).

(b) On extremity of reef at a distance of about 6 cables north-eastward of Ras Nuzerani.

Lat. $27^{\circ} 58'$ N., long. $34^{\circ} 27'$ E. (*approx.*).

Description.—(a) Beacon 12 feet high.

(b) Beacon 18 feet high.

Remarks.—The above beacons have disappeared and are to be expunged from the chart and also from the list of conspicuous objects thereon.

Chart affected.—No. 3595, Plan of Strait of Tiran.

Publication.—Red Sea, &c., Pilot, 1921 (*in press*).

Authority.—H.M.S. *Clematis*, Hyd. Note No. 3 of 1921. (H. 3017-21.)

SOUTH PACIFIC OCEAN—SOLOMON ISLANDS.

Arnarvon Islands—Shoal reported northward of.

No. 202 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 939 of 1921), are re-published :—

Position.—At a distance of about 19 miles northward from the Arnarvon islands.

Lat. $7^{\circ} 04' 30''$ S., long. $157^{\circ} 59' 00''$ E.

Description.—A shoal which occasionally breaks.

Note.—The above position is to be surrounded on the charts by a danger line with the note "*Shoal reported 1908 (Breaks).*"

Charts affected.—No. 214, Solomon islands.

„ 780, Pacific ocean—south-west sheet.

Publications.—Pacific Islands Pilot, Vol. I, 1908, page 332; Supplement No. 3, 1917.

Pacific Islands Pilot, Vol. I, 1921 (*in press*).

Authority.—Hydrographic Department. (H. 2950-20.)

AUSTRALIA, EAST COAST.

Wide Bay Bar—Alteration of lights; Navigation in.

No. 204 (third publication).—The Portmaster, Brisbane, has given notice (No. 10 of 1921), that, on and after 9th July 1921, the white lights marking the North Channel will be discontinued and removed to the triangular beacons, South Channel, from which they will be exhibited as from the above date.

Sailing Directions for South Channel.

Bring the beacons or white lights in line; as soon as the Bar is crossed, open them to the northward, there being good water, until the Inskip lead comes into line, when follow same and proceed as formerly.

North Channel—By day.

Directions remain the same as published in Notice to Mariners No. 7 of 1921. (Calcutta No. 144 of 1921.)

Charts affected.—Nos. 1030 and 1068; Australia Directory, Vol. 2.

AUSTRALIA—EAST COAST, ADOLPHUS CHANNEL

Eborac Island—Intended new light.

No. 205 (third publication).—

Subject.—A Group Flashing Light with White and Red Sectors (U) will be established on Eborac Island on or about 15th October 1921.

Position.—On the summit of Eborac Island (112 feet).
Lat. $10^{\circ} 41' S.$, long. $142^{\circ} 32' E.$, on Chart No. 1937.

Details.—

Character.—Group Flashing Light with White and Red Sectors, showing two flashes every ten seconds, thus:—

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	8 secs.

Sectors.—White from 135° (S. 50° E. Mag.) through South and West to 279° (N. 86° W. Mag.). Red elsewhere, except where obscured by York Island.

Note.—The light will show Red through Albany pass,

Elevation.—127 feet.

Visibility.—White light, 17 miles. Red light, 8 miles.

Power.—White light, 3,000 candles. Red light, 1,200 candles.

Structure.—Square concrete house with white lantern, 22 feet in height.]

Remarks.—The light will be unwatched.

Note.—No further notice will be given.

Charts affected.—No. 1937, Adolphus Channel with Albany Pass.

„ 437, Albany Pass to Booby Island.

„ 2919, Cape Grenville to Cape York.

„ 2354, Cape Grenville to Booby Island.

„ 2375, Torres Strait, Western Channels.

Publications.—List of Lights and Time Signals, Part VI, 1921, page 373.

Australia Pilot, Vol. IV, 1917, page 305.

Authority.—Melbourne Notice No. 13 of 1921.

AUSTRALIA—TORRES STRAIT, PRINCE OF WALES CHANNEL.

*Hammond Rock—Intended new light.**No. 206 (third publication).—**Subject.*—A Group Flashing Light with White and Red Sectors (U) will be established on Hammond Rock (Aade), on or about 31st October, 1921.*Position.*—On the summit of Hammond Rock (31 feet).
Lat. $10^{\circ} 31' S.$, long. $142^{\circ} 13' E.$, on Chart No. 691.*Details:—**Character.*—Group Flashing Light with White and Red Sectors, showing four flashes every twenty seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	15 secs.

Sectors.—Red from the shore of Hammond Island to 63° (N 58° E. Mag.)White from 63° (N. 58° E. Mag.) through East, and South to 260° (S. 75° W. Mag.)Red from 260° (S. 75° W. Mag.) to the shore of Hammond Island. Obscured elsewhere.*Elevation.*—40 feet.*Visibility.*—White light, 11 miles. Red light, 7 miles.*Power.*—White light, 1,500 candles. Red light, 600 candles.*Structure.*—White lantern, 13 feet in height, erected on the summit of the rock.*Remarks.*—The light will be unwatched.*Note.*—No further notice will be given.*Charts affected.*—No. 691, Normanby Sound and Prince of Wales Channel.

„ 437, Albany Pass to Booby Island.

„ 447, Torres Strait, western approaches to.

„ 2354, Cape Grenville to Booby Island.

„ 2375, Torres Strait, western channels.

Publications.—List of Lights and Time Signals, Part VI, 1921, page 373.

Australia Pilot, Vol. III, 1916, page 230.

Authority.—Melbourne Notice No. 14 of 1921.

AUSTRALIA—TORRES STRAIT, GREAT NORTH-EAST CHANNEL.

*Bramble Cay—Beacon to be re-established.**No. 207 (third publication).—**Subject.*—A new beacon will be established on Bramble Cay (Massaramcoer), on or about 31st October, 1921, to replace the old beacon, consisting of a spar with diamond shaped head, painted red, 45 feet high, which was destroyed.*Position.*—Near the centre of Bramble Cay.Lat. $09^{\circ} 08' S.$, long. $143^{\circ} 52' E.$ on Chart No. 2422.*Description.*—Red frame tower, 42 feet in height.

Note.—No further notice will be given.

Charts affected.—No. 2422, Torres Strait, north-east and east entrances.

„ 2423, Papua, sheet 3.

„ 2764, Coral Sea and Great Barrier Reefs, sheet 2.

„ 2759a, Australia, Northern portion.

Publication.—Australia Pilot, Vol. III, 1916, page 194.

Authority.—Melbourne Notice No. 15 of 1921.

AUSTRALIA, NORTH COAST—CLARENCE STRAIT.

Howard Knoll light buoy—Light re-exhibited.

No. 208 (third publication.)—

Former Notice.—No. 10 of 1921.

Subject.—The Group Flashing Red Light on Howard Knoll Light Buoy No. 2, has been re-exhibited.

Position.—At a distance of about one mile northward of Howard Knoll.

Lat. $11^{\circ} 55\frac{1}{4}'$ S., long. $131^{\circ} 18\frac{1}{4}'$ E., on Chart No. 1095.

Description.—A Group Flashing Red Light, showing three flashes every twenty-two and a half seconds.

Note.—No further notice will be given.

Charts which were temporarily affected.—No. 1095, Clarence Strait.
„ 613, Melville Island
and Dundas
and Clarence
Straits.

Publication which was temporarily affected.—Australia Pilot, Vol. V, 1914, page 96; Supplement No. 4, 1920, page 13.

Authority.—Melbourne Notice No. 16 of 1921.

W. K. THYNE, COMMANDER, R.I.M..

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, AUGUST 24, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,

Port Officer of Calcutta.

A. MARR,

*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 13th August 1921.

JAPAN, INLAND SEA—KURUSHIMA KAIKYO.

Ohama Light—Alteration in characteristics.

No. 295 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1074 of 1921), are republished:—

Position.—Lat. $34^{\circ} 05' N.$, long. $132^{\circ} 59' E.$ (*approx.*).

New abridged description.—Lt., Alt. R. G. ev. 10 sec. 114 ft., vis. 17 m.

Details.—The group flashing white light has been replaced by a light having the undermentioned characteristics:—

Character.—Alternating red and green every ten seconds, thus:

<u>Red light,</u>	•	<u>green light.</u>
5 sec.		5 sec.

Visibility.—17 miles, from 161° , through south, to 317° .

Power.—Red light, 3,000 candles; green light, 1,900 candles.

Remarks.—The other characteristics of the light remain unchanged.

Charts affected.—No. 83, Gogo shima to Miyo shima.

“ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1921, No. 1962.

Japan Pilot, 1914, page 330; Supplement No. 4, 1920.

Authority.—Tokyo, Department of Communications, Notice No. 461 of 1921. (H. 3440-21.)

NEW ZEALAND—NORTH ISLAND, EAST COAST.

Tauranga Harbour, North Rock—Light established.

No. 296 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1075 of 1921), are republished:—

Position.—On the summit of North rock, northward of Maunga nui.
Lat. $37^{\circ} 37' S.$, long. $176^{\circ} 11' E.$ (*approx.*).

Abridged description.—(U) Lt. Fl. W. R. ev. $8\frac{1}{2}$ sec. 39 ft. vis. 5 m.

Characteristics:

Character.—Flashing, with white and red sectors, every eight and a half seconds, thus:

Flash,	eclipse.
1.0 sec.	7.5 sec.

Elevation.—39 feet (11^m9).

Visibility.—5 miles.

Sectors.—Red when bearing more than 273° ; White elsewhere.

Structure.—Dark red steel framework tripod on cylindrical structure, 17 feet (5^m2) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 2521, Tauranga harbour.

„ 3332, Mercury bay to Town point.

„ 2527, Mayor island to Poverty bay.

Publications.—List of Lights, Part VI, 1921, No. 2902b.
New Zealand Pilot, 1919, page 237.

Authority.—Wellington Notice No. 16 of 1921. (H. 3611-21.)

AUSTRALIA, NORTH COAST—CLARENCE STRAIT.

Howard Channel—Amended position of light-buoys.

No. 297 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1087 of 1921), are republished:—

(1) Howard knoll light-buoy:

Position.—At a distance of about 7 cables northward of charted position.

Lat. $11^{\circ} 59' 45'' S.$, long. $131^{\circ} 18' 45'' E.$ (*approx.*).

Description.—A black can light-buoy numbered “2,” exhibiting a group flashing red light.

(2) Rooper rock light-buoy:

Position.—At a distance of about 5 cables south-eastward of charted position.

Lat. $12^{\circ} 04' 30'' S.$, long. $131^{\circ} 11' 25'' E.$

Description.—A red can light-buoy numbered “3,” exhibiting a group flashing white light.

Remarks.—This light-buoy, which was not hitherto shown on chart No. 1704, is to be inserted thereon.

Note.—The following notes regarding the light-buoys in Clarence strait are to be inserted on the charts indicated:—

[Chart No. 1095.]

“CAUTION”

“The positions of the buoys are not to be depended upon.”

[Chart No. 613.]

“CAUTION.”

“The positions of the buoys in Clarence strait are not to be depended upon.”

Charts affected.—No. 1704, Adam bay and entrance of the Adelaide river. (2).

„ 1095, Clarence strait.

„ 613, Melville island, with Dundas and Clarence straits. (1).

Publication.—Australia Pilot, Vol. V, 1914, pages 96, 103, 104; Supplement No. 5, 1921.

Authority.—Hydrographic Department, and Navy Office, Melbourne. (H. 3619-21.)

AFRICA, EAST COAST—TANGANYIKA TERRITORY.

Mikindani (Pimlea) Harbour entrance—Alterations in buoyage.

No. 298 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1090 of 1921), are republished:—

Position.—Pemba, lat. $10^{\circ} 15' S.$, long. $40^{\circ} 08' E.$ (approx.).

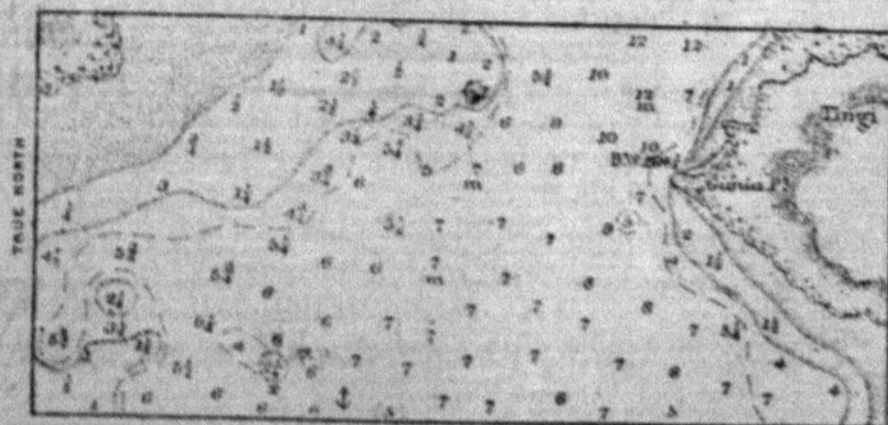
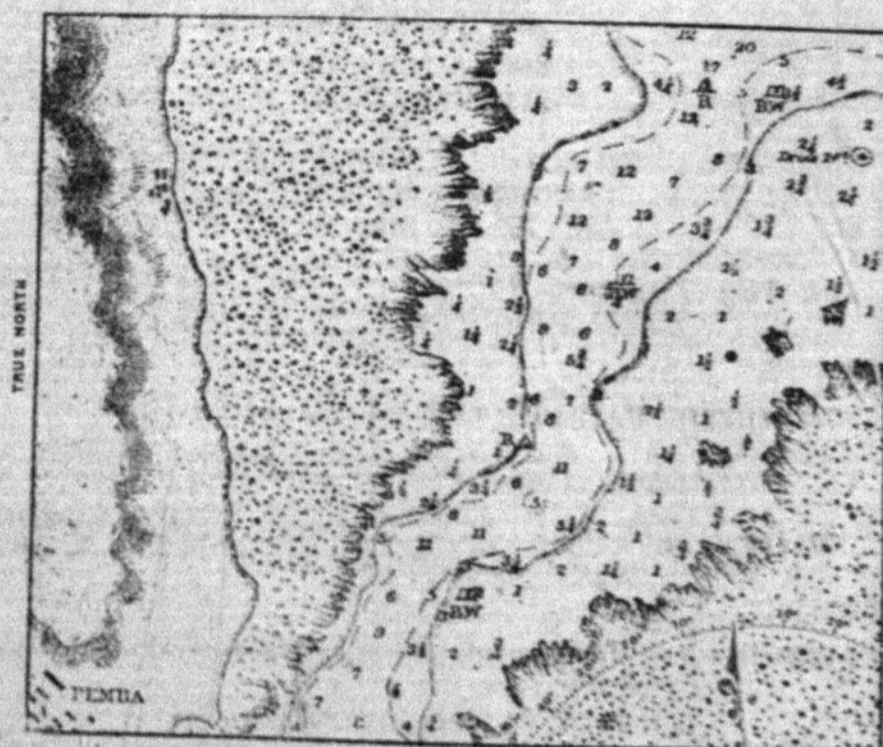
Details.—The accompanying reproduction of two portions of the plan of Mikindani harbour entrance on chart No. 684 shows the necessary corrections to that plan with regard to buoyage.

Chart affected.—No. 684, Mto Mtwara and Mikindani harbours, with plan.

Publication.—Africa Pilot, Part III, 1915, page 326; Supplement No. 4, 1920.

Authority.—Port and Marine Department, Dar-es-Salaam.

(H. 2919-21.)



Reproduction of Portion of plan on Chart No. 684.

1 Cable or 1 Sea Mile

NORTH PACIFIC OCEAN—MARIANA OR LADRONE ISLANDS.

Lindsay Island, Britomart reef and Florence shoal—Non-existence of.

No. 299 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1098 of 1921), are republished:—

Position.—(a) Lindsay Island, lat. $19^{\circ} 20'$ N., long. $141^{\circ} 15'$ E. (approx.).

(b) Britomart reef, lat. $19^{\circ} 09'$ N., long. $141^{\circ} 34'$ E. (approx.).

(c) Florence shoal, lat. $18^{\circ} 06'$ N., long. $143^{\circ} 18'$ E. (approx.).

Details.—Information has been received that the abovementioned reported dangers do not exist. Britomart reef and Florence shoal are to be expunged from the charts accordingly, together with the note regarding Lindsay Island shown on the charts close southward of position (a), the position of this reported Island was not delineated on the charts.

Charts affected.—No. 1101, Mariana or Ladrone Islands.
 „ 781, Pacific Ocean—north-west sheet. (a), (b).
 „ 2683, Pacific Ocean. (b).
 „ 2483, Atlantic and Indian Oceans, &c. (b).
 „ 2558, The World. (b).

Publications.—Pacific Islands Pilot, Vol. I, 1908, page 434; Supplement No. 3, 1917.
 Pacific Islands Pilot, Vol. I, 1920 (in press).

Authority.—Japanese Hydrographer and Tokyo Notice No. 265 of 1920. (H. 8104-20.)

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

Lutke Island (Fagau Pissila)—Amended position.

No. 300 (first publication).—The following particulars, etc., relative to the above issued by the British Admiralty (No. 1099 of 1921), are republished:—

Position.—At a distance of about 5 miles westward from charted position.

Lat. $8^{\circ} 35'$ N., long. $151^{\circ} 22'$ E.

Remarks.—The Island is to be moved on the chart to the above position and the note “Reported to lie about 7 miles further to the westward” is to be expunged.

Note.—On the plan of Lutke Island on chart No. 772 the position given in the title is to be amended and the graduated border is to be expunged together with the note mentioned above.

Charts affected.—No. 772, Plan of Lutke Island.
 „ 980, Caroline Islands.
 „ 781, Pacific ocean—north-west sheet.

Publications.—Pacific Islands Pilot, Vol. I, 1908, page 409; Supplement No. 3, 1917.
 Pacific Islands Pilot, Vol. I, 1921 (in press).

Authority.—Tokyo Notice No. 117, of 1921. (H. 3555-21.)

JAPAN, INLAND SEA—GULF OF OSAKA.

Kobe Harbour—Breakwater under construction ; Prohibited area.

No. 301 (first publication)—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1160 of 1921), are republished :—

Position.—Lat. $34^{\circ} 40'$ N., long. $135^{\circ} 12'$ E. (approx.).

Details.—The accompanying reproduction of a portion of chart No. 2265 shows the projected limits of a detached breakwater in course of construction together with an area which is marked by light-buoys and within which anchorage and passage are prohibited; the prohibited area will be extended, and the northern light-buoy moved, as the work advances.

Charts affected.—No. 2265, Kobe and Hyogo bays.

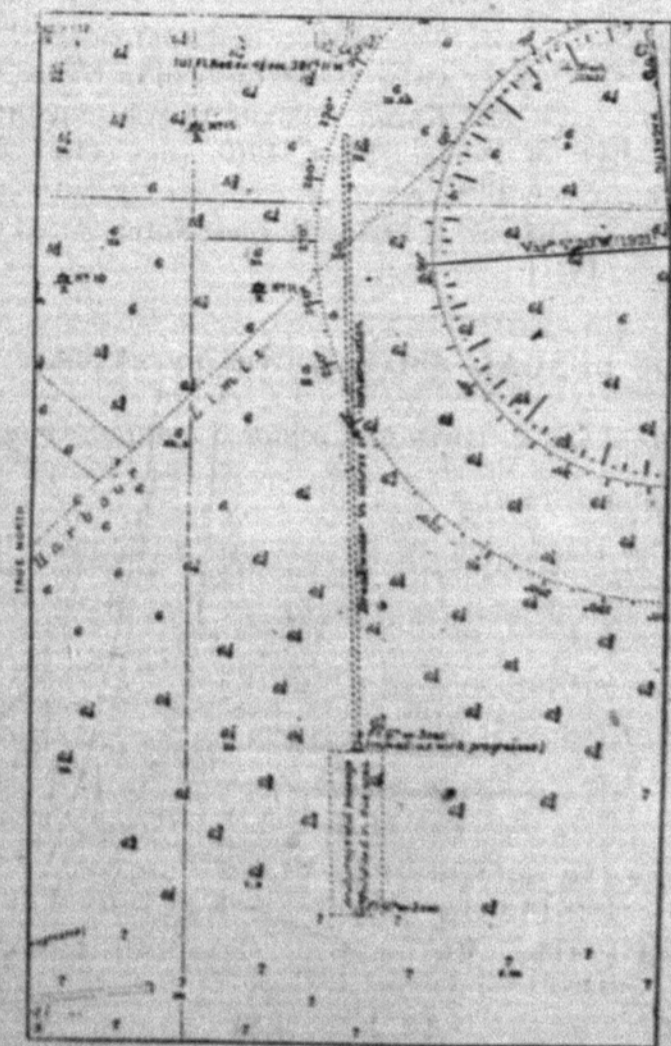
„ 16, Kobe and Osaka.

„ 3566, Izumi nada and Harima nada.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publication.—Japan Pilot, 1914, page 278 ; Supplement No. 4, 1920.

Authority.—Tokyo Notice No. 107 of 1921. (H. 3299-21.)



REPRODUCTION OF PORTION OF CHART NO. 2265.

Scale 1:100,000. C. 1000. 1:100,000. C. 1000. 1:100,000. C. 1000.

JAPAN—KIUSIU, WEST COAST, NAGASAKI APPROACH.

Hirase—Beacon to be expunged from Chart No. 2387.

No. 302 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1114 of 1921), are republished :—

Former Notice.—No. 2078 of 1920. (*This office No. 37 of 1921.*)

Position.—At a distance of about one mile eastward of Io Bana lighthouse. Lat. $32^{\circ} 43' N.$, long. $129^{\circ} 47' E.$ (*approx.*).

Details.—Hirase beacon, which has been destroyed and will not be replaced, is to be expunged from chart No. 2387 which was not included in the list of charts affected by the former Notice quoted above.

Chart affected.—No. 2387, Io jima to Madara jima.

Authority.—Hydrographic Department. (*H. 3736-21.*)

BAY OF BENGAL—BURMA COAST, BASSEIN RIVER ENTRANCE.

Baroni rock buoy—Light extinguished.

No. 303 (first publication).—

Former Notice.—No. 127 of 1921.

Subject.—The light shown by the Baroni rock buoy is reported to have gone out.

Charts affected.—No. 834, Bassein river and approaches.

„ 3772, Calventuras to Bassein river.

„ 823, Koronge Island to White point.

Publication.—Bay of Bengal Pilot, 1910, page 447. Supplement No. 5, 1920.

Authority.—Port Officer, Bassein, Burma, Notice dated 2nd August 1921.

BAY OF BENGAL—DHAMRA RIVER ENTRANCE.

Shortts island—Light removed and replaced by another light.

No. 304-I. (first publication).—

Subject.—With effect from the 17th August 1921 and until further notice the Shortts island light will be removed for overhaul and replaced by another fixed light, visible 5 miles.

Position.—Lat. $20^{\circ} 46\frac{1}{2}' N.$, long. $87^{\circ} 04' E.$

Charts affected.—No. 754, Dhamra river.

„ 814, The Sandheads—False Point to Matla river.

„ 829, Ocacanda to Bassein river.

„ 70, Bay of Bengal.

Publications.—List of Lights, Part VI, 1921, No. 601.
Bay of Bengal Pilot, 1910, page 277.

Authority.—Port Officer, Orissa Ports, Chandbali, letter No. 522P., dated 10th August 1921.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,

Port Officer of Calcutta.

The 4th August 1921.

JAPAN—HONSHŪ, WEST COAST.

Oki Sima (Dōgo)—Light established.

No. 278 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 979 of 1921), are republished :—

Position.—On Saigo misaki, the south-eastern extremity of Oki sima.

Lat. $36^{\circ} 10' 05''$ N., long. $133^{\circ} 19' 30''$ E., on chart No. 1495.

Abridged description.—Lt. Gp. Fl. (2) ev. 30 sec., 361 ft., vis. 26 m.

Characteristics :

Character.—Group flashing white showing two flashes every thirty seconds, thus :

2 flashes in quick succession,	eclipse.
8 sec.	22 sec.

Elevation.—361 feet.

Visibility.—26 miles, from 182° through west to 082° .

Power.—30,000 candles.

Structure.—White square concrete tower, 30 feet in height.

Charts affected.—No. 1495, Aburatani bay to Ando zaki.

„ 2347, Honshū Kiusiu and Shikoku, etc.

„ 2459, North-west Pacific ocean, etc.

„ 781, Pacific ocean—north-west sheet.

Publications.—List of Lights, Part VI, 1921, No. 2160a.

Japan Pilot, 1914, page 607.

Authority.—Tokyo, Department of Communications, Notice No. 436 of 1921. (H. 2923-21.)

CHINA, EAST COAST—LAMOCK ISLANDS.

High Lamock Island—Wreck southward of.

No. 279 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 982 of 1921), are republished :—

Position.—At a distance of about half a mile southward from the southern end of High Lamock island.

Lat. $23^{\circ} 14' 20''$ N., long. $117^{\circ} 17' 43''$ E. (approx.), on chart No. 1957.

Description.—Sunken wreck of the SS. *Hsientien*.

Charts affected.—No. 1957, Namoa island.

„ 1962, Hongkong to the Brothers.

„ 1760, The Brothers to Ocksen islands.

Authority.—Shanghai Notice No. 724 of 13th April 1921. (H. 3247-21.)

BAY OF BENGAL, WESTERN SHORE.

Cocanada Bay—Wrecks dispersed; Buoys disappeared; Caution with regard to depths.

No. 280 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 996 of 1921), are republished :—

(1) Wrecks dispersed :

Position.—At a distance of about $1\frac{1}{2}$ miles eastward from Vakalapudi lighthouse.

Lat. $17^{\circ} 00'$ N., long. $82^{\circ} 19'$ E. (approx.).

Remarks.—The wreck (1903) in the above position, together with the other uncharted wrecks in Cocanada bay, has been destroyed. The wreck symbol and buoy and the cautionary note regarding the uncharted wrecks are to be expunged from the chart.

(2) Buoys disappeared :

Details.—The four buoys marking the spit at the canal entrance have disappeared and are to be expunged from the chart together with the cautionary note regarding their liability to drift, etc.

(3) Depths :

Caution.—The depths in Cocanada bay are reported to be gradually decreasing; a note to this effect, with the year date "(1921)," is to be inserted on the chart.

Chart affected.—No. 1711, Plan of Cocanada bay.

Publication.—Bay of Bengal Pilot, 1910, pages 243, 244; Supplement No. 5, 1920.

Authority.—H.M.S. *Caroline*, Remark Book, 1921. (H. 3186-21.)

CHINA, EAST COAST—FORMOSA STRAIT, HU I TAU BAY ENTRANCE.

Dodd Island—New light to be established.

No. 281 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 998 of 1921), are republished :—

Date of establishment.—On or about 31st July 1921.

Position.—Lat. $24^{\circ} 26'$ N., long. $118^{\circ} 30'$ E. (approx.).

Details.—It is intended to replace the occulting white and red light by a new light the character of which will be *group flashing*, with *white* and *red* sectors, showing *two* flashes in quick succession *every fifteen seconds*; the limits of the sectors will remain unaltered.

Remarks.—Whilst the above alteration is being carried out the undermentioned temporary light will be exhibited :

Character.—*Flashing white every five seconds*, thus :

Flash,	eclipse.
1 sec.	4 sec.

Visibility.—10 miles.

Note.—Further Notice will be given when information has been received respecting the establishment of the new permanent light.

Charts temporarily affected.—No. 1959, Hu i tau and Chino bays.
 „ 1760, The Brothers to Ocksen islands.
 „ 1968, Formosa island and strait.
 „ 2412, Amoy to Nagasaki.
 „ 1262, Hongkong to Gulf of Liautung.
 „ 1263, China sea.

Publications.—List of Lights, Part VI, 1921, No. 1544.
 China Sea Pilot, Vol. V, 1912, pages 135, 136.

Authority.—Shanghai Notice No. 726 of 25th April 1921. (H. 3433-21.)

CHINA—GULF OF PE-CHILI.

Pei-Ho (Peking River) entrance—Light established on dike.

No. 282 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 999 of 1921), are republished :—

Position.—At end of dike recently constructed, and at a distance of 5.70 cables, 103° , from the light-beacon forming the Taku bar front leading mark.

Lat. $38^{\circ} 58' N.$, long. $117^{\circ} 43' E.$ (approx.).

Abridged description.—Lt. F. Gn., vis. 1 m.

Characteristics :

Character.—Fixed green.

Elevation.—Not stated.

Visibility.—One mile; from 191° through west to 303° .

Structure.—Beacon.

Note.—The note on the chart "Beacons or white lights in line" against the Taku bar leading line is to be altered to read "Beacons or lights in line."

Remarks.—The new dike, which is known as "South dike," extends in a 283° direction from the above position to the shore. The outer end of the dike terminates at the point of intersection of the Taku bar leading line and the outward turning transit.

Charts affected.—No. 2653, Pei-ho or Peking river.

„ 598, Li tsin ho to Ning hai.

Publications.—List of Lights, Part VI, 1921, No. 1656.
China Sea Pilot, Vol. V, 1912, page 495; Supplement No. 5, 1920.

Authority.—Shanghai Notice No. 723 of 1st April 1921. (H. 3018-21.)

BAY OF BENGAL—BURMA, ARAKAN RIVER.

Akyab, Inner Bar—Amendments to chart with regard to depths.

No. 283 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1030 of 1921), are republished :—

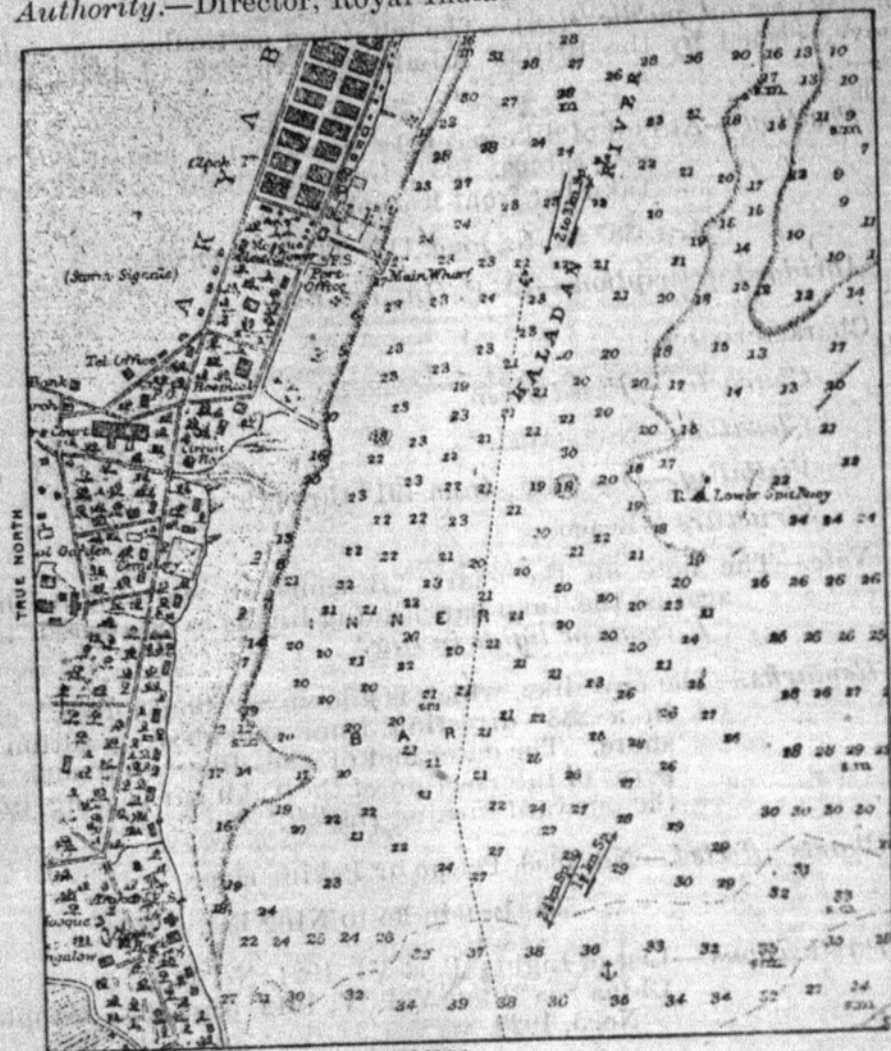
Position.—Akyab, lat. $20^{\circ} 08' N.$, long. $92^{\circ} 54' E.$ (approx.).

Details.—Amendments to the charts with regard to depths on the inner bar and vicinity, consequent upon a recent survey, are shown on the accompanying reproductions of portions of charts Nos. 1884 and 1369.

From the reproductions it will be observed that a general decrease in depths has taken place; the survey, as shown, revealed a least depth of 20 feet (6 = 1) on the inner bar April 1921.

The new position of Lower Spit buoy and certain minor amendments to the chart in the vicinity of Akyab are also shown on the reproductions.

Charts affected.—No. 1884. Arakan river, with plan.
 „ 1369. Mayu river to Kyauk Pyu harbour.
Publication.—Bay of Bengal Pilot, 1910, pages 341, 342.
Authority.—Director, Royal Indian Marine. (H. 1814-21.)



Reproduction of Portion of Chart N° 1884.



Reproduction of Portion of Chart N° 1884.



NORTH PACIFIC OCEAN—GILBERT ISLANDS.

Apamama Hopper Island—Breakers reported eastward of.

No. 284 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1036 of 1921), are republished :—

Position.—At a distance of about 215 miles eastward of Apamama.
Lat. $0^{\circ} 40' 00''$ N., long. $177^{\circ} 24' 30''$ E. (approx.).

Remarks.—The above position is to be encircled by a danger line on the charts and marked with the note "*Breakers reported (1921).*"

Charts affected.—No. 781, Pacific ocean—north-west sheet.
" 2483, Atlantic and Indian oceans, &c.
" 2683, Pacific ocean.

Publication.—Pacific Islands Pilot, Vol. II, 1918, page 578.

Authority.—Tokyo Notice No. 135 of 1921. (*H. 3562-21.*)

CHINA, NORTH-EAST COAST—SHANTUNG PROMONTORY.

Mu I Tau (South-east promontory)—Amended position of wreck eastward of.

No. 285 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1037 of 1921), are republished :—

Former Notice.—No. 383 of 1921. (*This Office No. 214 of 1921.*)

Position.—At a distance of about $1\frac{1}{2}$ cables south-eastward of position given in former Notice and 160 miles, 078° , from the lighthouse near Ilis cemetery on the south-eastern point of Mu i tau.

Lat. $36^{\circ} 54'$ N., long. $122^{\circ} 32'$ E. (approx.).

Description.—Sunken wreck of the SS. *Hsintah*, with masts showing above high water.

Charts affected.—No. 3299, Shitan bay and approaches.
" 3491, Shitan bay to North-east promontory.

Authority.—Shanghai Notice No. 725, dated 18th April 1921. (*H. 3432-21.*)

JAPAN, INLAND SEA --SHIKOKU, WEST COAST.

Nagahama—Amendments to charts with regard to depths and shoals.

No. 286 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1046 of 1921), are republished :—

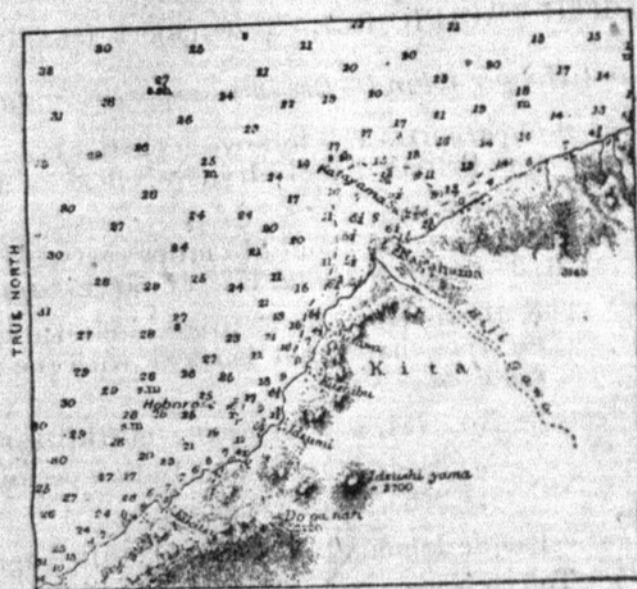
Position.—Katayama su, lat. $33^{\circ} 38' N.$, long. $132^{\circ} 30' E.$ (*approx.*).

Details.—The accompanying reproduction of portions of charts Nos. 2875 and 1648 shows the necessary corrections to those charts with regard to depths, shoals and the coast line in the vicinity of Nagahama and approach.

Charts affected.—No. 2875, Naikai (Seto uchi) or Inland sea.
 „ 1648, Osumi kaikyo to O shima.

Publication.—Japan Pilot, 1914, pages 392, 393; Supplement No. 4, 1920.

Authority.—Tokyo Notice No. 221 of 1920. (*H. 8078-20.*)



Reproduction of Portion of Chart No. 2875.

0 5 Sea Miles



Reproduction of Portion of Chart No. 1648.

0 10 Sea Miles

EASTERN ARCHIPELAGO—KANGEANG ISLANDS.

Saubi Road—Amendments to charts with regard to reefs and shoal.

No. 287 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1047 of 1921), are republished :—

Position.—Saubi village, lat. $6^{\circ} 56' S.$, long. $115^{\circ} 26' E.$ (*approx.*).

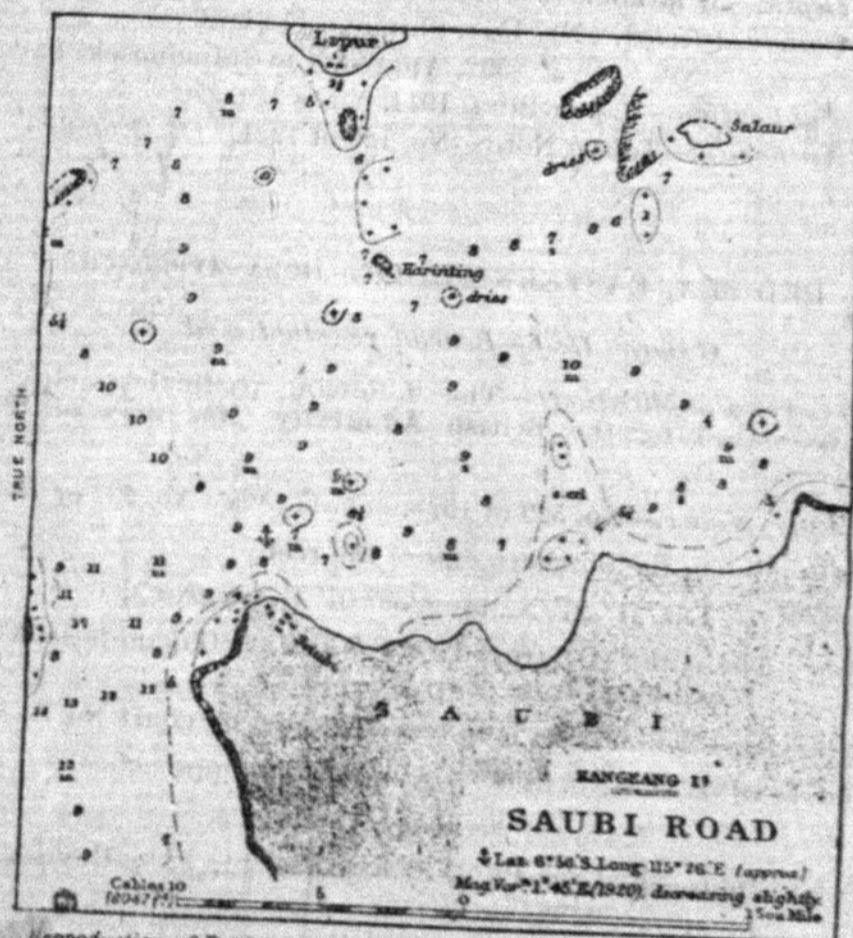
Details.—The accompanying reproduction of portions of charts Nos. 934 and 1654 shows the necessary corrections to those charts with regard to—

- (a) Reefs and rocks in Saubi road.
- (b) A 2-fathom (3m) shoal westward of Saubi island.

Charts affected.—No. 934, Plan of Saubi road.
 „ 1654, Island of Java—eastern portion.
 „ 941b, Eastern archipelago—sheet 2 (b).

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 178.

Authority.—Netherlands Government Chart. (H. 2929-21.)



Reproduction of Portion of Chart No. 934.



Reproduction of Portion of Chart No. 1654.



JAPAN—SHIMONOSEKI KAIKYO.

O Seto—Depths.

No. 288 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1049 of 1921), are republished :—

(a) *Position*.—At a distance of 5·20 cables, 227° , from Yamazoko no hana lighthouse.

Lat. $33^{\circ} 55'$ N., long. $130^{\circ} 55'$ E. (approx.).

Depth.—3 fathoms (5^m5).

(b) *Position*.—At a distance of 5·20 cables, 223° , from the same lighthouse.

Depth.— $3\frac{1}{2}$ fathoms (6^m0).

Charts affected.—No. 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

Publication.—Japan Pilot, 1914, pages 570, 572.

Authority.—Tokyo Notice No. 126 of 1921. (H. 3560-21.)

RED SEA, EASTERN SHORE—JIDDA APPROACH.

Gaham Reef—Beacon re-established.

No. 289 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1058 of 1921), are republished :—

Former Notice.—No. 529 of 1921. (This Office No. 237 of 1921.)

Position.—On the northern end of the reef.

Lat. $21^{\circ} 27'$ N., long. $39^{\circ} 07'$ E. (approx.).

Note.—The note “(Destroyed 1921)” against Gaham beacon is to be expunged from chart No. 2599.

Remarks.—This beacon is to be re-inserted on chart No. 8c.

Charts affected.—No. 2599. Jidda, with its approaches.

„ 8c. Red sea—sheet 3.

Publications.—Red Sea Pilot, 1909, pages 321, 322; Revised Supplement (3), 1917.

Red Sea Pilot, 1921 (in press).

Authority.—British Agent and Consul, Jidda. (H. 3607-21.)

AFRICA—EAST COAST.

Dar-es-Salaam Light—Temporary alteration in character.

No. 290 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 91M. of 1921), are republished :—

Former Notice.—No. 72M. of 1921. (This Office No. 152 of 1921.)

Position.—On outer Makatambe islet.

Lat. $6^{\circ} 47\frac{1}{2}'$ S., long. $39^{\circ} 20'$ E.

Details.—The flashing white light, every 10 seconds, exhibited from the above position, has been temporarily suspended and is replaced by a fixed light, visible about 6 miles.

Charts temporarily affected.—No. 674. Dar-es-Salaam, etc.

„ 640a, Pangani to Ras Kimbiji—
southern sheet.

„ 662, Kilwa Point to Zanzibar
Channel.

„ 669, Cape Delgado to Port Mombasa.

Publications.—List of Lights, Part VI, 1921, No. 103.

East Coast of Africa Pilot, Part III, 1915, page 373.

Authority.—The Commander-in-Chief, East Indies, Telegram, dated “Diyatalawa,” 10th July 1921.

CHINA—YANGTZE RIVER.

Eastern entrance to Demodocus Channel—Buoy established.

No. 291 (*second publication*).—The Coast Inspector, Shanghai, has given notice (No. 733 of 1921) that a 6-foot buoy, painted in *red* and *black* vertical stripes, has been established to mark the south-eastern extremity of the Middle Ground between the Cooper Bank Crossing and the eastern entrance to the Demodocus Channel.

This buoy, which is to be known as the Cooper Bank Crossing Middle Ground Spit Buoy, is moored in about 30 feet of water at low water of spring tides.

From the buoy, South Beacon bears S. 51° E. (magnetic), distant 1.5 miles.

INDIA, EAST COAST—BAY OF BENGAL.

Caution. Off Havelock Point—Report of a derelict barque “Star”.

No. 292 (*second publication*):—

Subject.—Barque “Star” of Chittagong was abandoned 24 miles south of Havelock Point.

Caution.—Mariners are hereby warned.

Authority.—Presidency Port Officer, Madras, Notice No. 24 of 18th July 1921.

BAY OF BENGAL—CHITTAGONG COAST.

Chittagong, Karnafuli river—Buoy established.

No. 293-I. (*second publication*)—

Subject.—A mooring buoy painted red has been placed in the following position:—

Position.—Black Diamond $98^{\circ} 15'$ (S. $82^{\circ} 20'$ E. Mag.).

Cross & Ball $59^{\circ} 50'$ (N. $59^{\circ} 15'$ E. Mag.).

Variation.— $0^{\circ} 35'$ E.

Chart affected.—No. 84, Chittagong (Karnafuli) river.

Publication.—Bay of Bengal Pilot, 1910, page 322.

Authority.—Port Officer, Chittagong, Notice, dated 29th July 1921.

RED SEA.

Submarine cable buoys laid.

No. 294 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 92M. of 1921), are republished:—

Details.—Information dated 21st July 1921 has been received from the Eastern Telegraph Co., Ltd., that 5 unlighted submarine cable buoys have been moored in the following positions:—

- (1) *Position.*—Lat. $13^{\circ} 06' 45''$ N., long. $43^{\circ} 04' 15''$ E.
- (2) *Position.*—Lat. $16^{\circ} 47' 48''$ N., long. $40^{\circ} 28' 00''$ E.
- (3) *Position.*—Lat. $16^{\circ} 48' 54''$ N., long. $40^{\circ} 29' 24''$ E.
- (4) *Position.*—Lat. $23^{\circ} 45' 12''$ N., long. $36^{\circ} 09' 54''$ E.
- (5) *Position.*—Lat. $27^{\circ} 23' 08''$ N., long. $34^{\circ} 04' 10''$ E.

Charts temporarily affected.—No. 8e, Red Sea, Sheet 5 (1).

„ 8d, Red Sea, Sheet 4 (2, 3).

„ 8b, Red Sea, Sheet 2 (4).

„ 8a, Red Sea, Sheet 1 (5).

„ 2523, Red Sea, (1, 2, 3, 4, 5).

Authority.—The Director, Royal Indian Marine, Bombay, dated 22nd July 1921.

The 28th July 1921.

JAPAN—INLAND SEA.

Ozono Se (Galatea Shoal)—Light-Buoy established.

No. 209 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 365 of 1921) are republished:—

Position.—Near the eastern end of Ozono se.

Lat. $34^{\circ} 25' 46''$ N., long. $133^{\circ} 58' 38''$ E.

Description.—A black conical light-buoy exhibiting a *flashing green* light *every three seconds*.

Charts affected.—No. 1969, Ozuchi jima to Funoko sima.

„ 128, Channels between Bingo nada and Ozuchi jima.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publication.—Japan Pilot, 1914, page 312.

Authority.—Tokyo, Department of Communications, Notice No. 12 of 1921. (H. 1028-21.)

KOREA, SOUTH-EAST COAST—FUSAN HARBOUR.

- (1) *Puppaui*—Existence of Shoal eastward of.
 (2) *Magnetic Head* Extension of shoal westward of ; alteration in position of light-buoy.

No. 210 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 369 of 1921) are republished :—

(1) *Puppaui*—

Position.—At a distance of one cable, 073° , from *Puppaui* 1 ft high rock.

Lat. $35^{\circ} 06' N.$, long. $129^{\circ} 05' E.$ (*approx.*).

Depth.—3 fathoms (5^m5), instead of $4\frac{1}{2}$ fathoms (8^m2) hitherto shown on the charts.

(2) *Magnetic Head*—

(a) Extension of shoal westward of :

Position.—At a distance of about 4 cables south-westward of *Magnetic head*.

Lat. $35^{\circ} 06' N.$, long. $129^{\circ} 06' E.$ (*approx.*).

Details.—The above shoal has extended about half a cable to the southward, a depth of $4\frac{1}{2}$ fathoms (8^m2), being situated at a distance of 5.35 cables, 226° , from *Yogudan san* 571 ft Δ , where $6\frac{1}{2}$ fathoms (11^m9) was hitherto shown on the charts.

Rem rks.—The 5-fathom line of this shoal is to be extended to include the above $4\frac{1}{2}$ -fathom depth.

(b) Alteration in position of light-buoy.

New position.—At a distance of about one cable northward from former position and 5 cables, 241° , from *Yogudan san* 571 ft Δ .

Description.—A red can light-buoy exhibiting an *occulting white* light.

Remarks.—A depth of $4\frac{1}{2}$ fathoms (8^m2) is to be substituted for the $5\frac{1}{2}$ fathoms (9^m5) shown on charts close eastward of the former position of this light-buoy, and a depth of $4\frac{1}{2}$ fathoms (8^m6) is to be substituted for the 5 fathoms (9^m1) shown on charts close south-eastward of the new position of this light-buoy.

The note "less water reported," shown against the above shoal on the charts, is to be expunged.

Charts affected.—No. 1259, Fusan harbour.

" 3366, Fusan harbour to Port Hamilton.

" 3666, Fusan harbour to Chukupen bay.

Publication.—E.C. Korea, &c., Pilot, 1913, page 77.

Authority.—Japanese Government Chart. (*H. 5228-20.*)

CHINA SEA—GULF OF SIAM.

Koh Lan—Shoal south-eastward of.

No. 211 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 370 of 1921), are republished :—

Position.—At a distance of about 4 miles south-eastward from the southern end of *Koh Lan*.

Lat. $12^{\circ} 50' 47'' N.$, long. $100^{\circ} 47' 30'' E.$, on chart No. 2720.

Depth.—4 fathoms (7^m3), sand.

Remarks.—The shoal, the centre of which is situated in the above position, lies in a northerly and southerly direction, and is about $6\frac{1}{2}$ cables in length and 2 cables in width.

Charts affected.—No. 2720, Koh Ta kut to Cape Liant.
" 2414, Gulf of Siam.

Publication.—China Sea Pilot, Vol. III, 1912, page 166.

Authority.—Bangkok Notice dated 7th January 1921. (H. 1092-21.)

SOUTH AUSTRALIA—ST. VINCENT GULF.

Port Adelaide, Inner Harbour—Time Ball established.

No. 212 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 378 of 1921) are republished:—

Position (approx).—On tower of Harbour Board Office in Lipson street and at a distance of 420 feet (128m0), 058° , from the north-eastern corner of the Marine Board and Custom House.
Lat. $34^{\circ} 51' S.$, long. $138^{\circ} 30' E.$ (approx.).

Description.—A ball dropped at 1h. 00m. 00s. Standard time of the meridian of long. $142^{\circ} 30' E.$, corresponding to 15h. 30m. 00s. G.M.T.

Remarks.—The ball is hoisted three minutes before the signal. Should the ball fail to drop at the correct time it will be lowered slowly, or should it drop before the correct time it will be re-hoisted and lowered slowly; in any case of failure the signal will be repeated at 2h. 00m. 00s. Standard time, except on Saturdays, when no further signal will be made.
The time signal is not made on Sundays or public holidays.

NOTE.—The following note is to be inserted on chart No. 471:—

"A Time Ball is dropped at the Harbour Board Office in Lipson street at 1h. 00m 00s. Standard time of the meridian of $142^{\circ} 30' E.$ corresponding to 15h. 30m. 00s. G.M.T."

The existing notes on the remaining charts affected are to be amended as necessary to include reference to the foregoing time signal.

Charts affected.—No. 471, Port Adelaide harbour.
" 1750, Port Adelaide.

" 2389, St. Vincent and Spencer gulfs.

Publications.—List of Lights and Time Signals, Part VI, 1921, No. 5171a. Australia Pilot, Vol. I, 1918, page 305.

Authority.—Adelaide Notice No. 6 of 1920. (H. 1086-21.)

CHINA, EAST COAST—FORMOSA STRAIT.

Brothers Islets—Obstruction reported eastward of; Caution.

No. 213 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 380 of 1921), are republished:—

Position.—At a distance of about 19 miles eastward of the Brothers islets.

Lat. $23^{\circ} 38' 00'' N.$, long. $118^{\circ} 01' 30'' E.$ (approx.).

Details.—SS. *Devanha* has reported that when recently in the above position the vessel experienced a slight shock as if having touched a submerged obstruction. The vessel was subsequently found to be making water.

Caution.—The time of the occurrence synchronised with that of an earthquake shock felt at Hongkong, and it is considered possible that changes in depths may have occurred in this locality in consequence. Mariners are warned accordingly.

Note.—The position on the charts is to be encircled by a danger line and marked "*Obstruction reported (1920).*"

Charts affected.—No. 1760, The Brothers to Ockseu islands.
 „ 1968, Formosa island and strait.
 „ 2661*b*, China sea, northern portion—eastern sheet.
 „ 1262, Hongkong to Gulf of Liau-tung.
 „ 1263, China sea.

Publication.—China Sea Pilot, Vol. V, 1912, page 95.

Authority.—Commander-in-Chief, China Station. (H. 910-21.)

CHINA, NORTH-EAST COAST—SHANTUNG PROMONTORY.

Mu I Tau (South-East Promontory)—Wreck eastward of.

No. 214 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 383 of 1921), are republished :—

Position.—At a distance of 1·50 miles, 074° from the lighthouse on the south-eastern point of Mu i tau.

Lat. 36° 54' N., long. 122° 32' E. (*approx.*)

Description.—Sunken wreck of the SS. *Hsintah*, with masts and funnel showing above high water.

Charts affected.—No. 3299, Shitau bay and approaches.
 „ 3491, Shitau bay to North-east promontory.
 „ 1255, Kyau chau bay to Lai chau bay.

Authority.—Shanghai Notice No. 718, dated 12th January 1921.
 (H. 1155-21.)

EASTERN ARCHIPELAGO—JAVA, NORTH COAST.

Batavia—Wireless Time Signal established.

No. 215 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 394 of 1921), are republished :—

Position.—Weltevreden W-T station, lat. 6° 12' 10" S., long. 106° 51' 55" E.

Call Signal.—PKB.

Details.—Wireless time signals are sent out daily (Sundays excepted) from the W-T station at Weltevreden.

The time signal is made at 13h. 00m. 00s. G.M.T. (Astronomical), corresponding to 20h. 19m. 14·5s. Standard time, and is repeated at each of the four succeeding minutes.

The procedure is as follows :—

Warning signals are made during the first 55 seconds of each minute, followed by a silent interval of 5 seconds. The signal is then made by a dot at each exact minute.

Remarks.—The signals are transmitted provisionally on a wave length of 600 metres.

Charts affected.—No. 941a, Eastern archipelago—western portion, Part I.

„ 1263, China sea.

„ 748b, Indian ocean—northern portion.

Publication.—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), No. 5023.

Authority.—Hague Notice No. 2787 of 1920. (H. 296-21.)

JAPAN—INLAND SEA, BUNGO CHANNEL.

Jizo Saki—Wreck northward of, to be expunged from Charts.

No. 216 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 401 of 1921), are republished :—

Former Notice—No. 832 of 1918. (This office No. 291 of 1918.)

Position.—At a distance of about 7 cables northward from Jizo saki lighthouse.

Lat. $33^{\circ} 17' N.$, long. $131^{\circ} 54' E.$ (approx.)

Details.—The wreck (1918) in the above position is to be expunged from the charts.

Charts affected.—No. 651, Bungo channel.

„ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Japanese Government Chart. (H. 1191-21.)

CHINA SEA, FRENCH INDO-CHINA—TONG KING GULF, HAIFONG APPROACH.

Kua Nam Trieu—Light established ; Buoy established.

No. 217 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 402 of 1921), are republished :—

(1) Light established :

Position.—At a distance of 1.50 miles, 260° , from Ha nam island front leading light.

Lat. $20^{\circ} 50' N.$, long. $106^{\circ} 47' E.$ (approx.).

Abridged description.—Lt. F. R. & Gn., 17 ft.

Characteristics :

Character.—Fixed, with red and green sectors.

Elevation.—17 feet (5^m2).

Visibility.—Not stated.

Sectors.—Green from 126° through south to 276° ;
Red thence to 286° .

Structure.—Concrete hut on piles.

(2) Buoy established :

Position.—At a distance of 5.70 cables, 192° , from Ha nam island front leading light.

Lat. $20^{\circ} 49' N.$, long. $106^{\circ} 48' E.$ (approx.).

Description.—A black conical buoy with cylindrical topmark.

Remarks.—This buoy and the red sector of the above light indicate the first bend of the river.

Charts affected.—No. 775, Approaches to Haifong.

„ 1965, Kua lakh to Kao tao islands.

Publications.—List of Lights, Part VI, 1921, No. 1453a.

China Sea Pilot, Vol. III, 1912, pages 277, 278.

Authority.—Paris Notice No. 232 of 1921. (H. 1156-21.)

CHINA, EAST COAST.

Yang Tse Kiang—Amended Tidal Constants.

No. 218 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 416 of 1921), are republished:—

	SHAWEISHAN.	WUSUNG RIVER BAR.
H. W. F. & C.	XIh. 12m.	0h. 35m.
L. W. F. & C.	XVIh. 30m.	VIIIh. 22m.
M. H. W. S.	12·4 ft. (3 ^m 8)	11·3 ft. (3 ^m 4)
M. H. W. N.	9·9 ft. (3 ^m 0)	8·8 ft. (2 ^m 7)
M. T. L.	7·2 ft. (2 ^m 2)	6·6 ft. (2 ^m 0)

Note.—The tables of tidal information on the charts are to be amended accordingly, and the heading “Wusung River Bar” is to be substituted for “Wusung River Entrance.”

Charts affected.—No. 3585, Approaches to the Wusung river.

„ 1601, Wusung river or Hwang pu.

„ 2809, Shanghai to Nanking.

„ 1602, Approaches to the Yang tse kiang.

„ 1199, Kue shan islands to the Yang tse kiang.

„ 3480, Shantung promontory to Nagasaki.

„ 1262, Hongkong to Gulf of Liau-tung.

Publications.—Admiralty Tide Tables, Part II, 3rd edition, 1920, Nos. 6351 and 6353.

China Sea Pilot, Vol. V, 1912, pages 381, 388.

Authority.—Hydrographic Department. (H. 2920-20.)

PORTUGUESE EAST AFRICA—BEIRA APPROACH

River Macuti Entrance—Existence of beacon.

No. 219 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 423 of 1921), are republished:—

Position.—At the mouth of the River Macuti.

Lat. 19° 47' S., long. 34° 59' E. (approx.).

Description.—A beacon, 90 feet (27^m4) in height.

Note.—The note “(Beacon 90 ft.)” is to be placed on the chart at the entrance to the river. *

Chart affected.—No. 648, Delagoa bay to River Zambezi.

Publication.—Africa Pilot, Part III, 1915, page 229.

Authority.—Captain John Cox, Master of the SS. *Umvolosi*. (H. 919-21.)

JAPAN—INLAND SEA.

Hiroshima Wan—Wreck removed; Wreck to be inserted on charts.

No. 220 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 433 of 1921), are republished:—

(1) Wreck removed:

Former Notice.—No. 538 of 1919. (*This office No. 118 of 1919.*)

Position.—At a distance of about $1\frac{1}{2}$ miles northward from Hotakajima.

Lat. $34^{\circ} 06' N.$, long. $132^{\circ} 24' E.$ (*approx.*).

Remarks.—This wreck is to be expunged from the charts.

(2) Wreck to be inserted on charts:

Position.—At a distance of about 4 miles north-westward from Nishino Goban lighthouse.

Lat. $34^{\circ} 06' 23'' N.$, long. $132^{\circ} 22' 45'' E.$

Description.—Wreck of a vessel sunk many years ago and covered over with mud, over which there is a least depth of 10 fathoms ($18^m 3$).

Charts affected.—No. 3469, Hiroshima wan.

„ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 383 of 1920. (*H. 1337-21.*)

CHINA, EAST COAST—YANG TSE KIANG APPROACH, CHUSAN ARCHIPELAGO.

Steep Island Pass—Wreck south-westward of.

No. 221 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 434 of 1921), are republished:—

Position.—At a distance of about 6 miles south-westward from Steep island lighthouse.

Lat. $30^{\circ} 09' 03'' N.$, long. $122^{\circ} 30' 00'' E.$ (*approx.*).

Description.—Sunken wreck of the dredger *Shanghai*.

Note.—The note “(P. D.)” is to be placed against this wreck on the charts.

Charts affected.—No. 1124, Southern approach to the Yang tse kiang.

„ 1199, Kue shan islands to the Yang tse kiang.

Authority.—Shanghai Notice No. 589, dated 15th January 1921. (*H. 1295-21.*)

AUSTRALIA, NORTH COAST—ARAFURA (TIMOR) SEA.

Cape Wessel—Shoal reported northward of.

No. 222 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 435 of 1921), are republished:—

Position.—At a distance of about 74 miles northward from Cape Wessel.

Lat. $9^{\circ} 52' 00'' S.$, long. $136^{\circ} 13' 00'' E.$ (*approx.*).

Description.—A shoal about 4 cables in extent in a north-easterly and south-westerly direction with a depth of less than 3 fathoms ($5^m 5$).

Note.—The above position is to be encircled by a danger line on the Charts with the note “Shoal water repd. (1921 P. D.)”

Charts affected.—No. 1044, Groote Eylandt to Cape Ford.
 „ 942b, Eastern archipelago—sheet 4.
 „ 2759a, Australia—northern portion.
 „ 780, Pacific ocean—south-west sheet.
 „ 2683, Pacific ocean.
 „ 2483, Atlantic and Indian oceans, &c.
 „ 2937, Oceaning soundings, Indian and West Pacific oceans.

Publication.—Australia Pilot, Vol. V, 1914, page 34.

Authority.—Melbourne Notice No. 1 of 1921. (H. 1333-21.)

BORNEO, EAST COAST—TARAKAN.

Muara Batagau—Existence of a shoal.

No. 223 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 449 of 1921), are republished:—

Position.—At a distance of about $2\frac{1}{2}$ cables southward from the outer end of Linkas pier.

Lat. $3^{\circ} 16' 55''$ N., long. $117^{\circ} 35' 30''$ E.

Depth.— $3\frac{1}{2}$ fathoms ($6^m 8$).

Chart affected.—No. 3577, Sesajap and Bullungan rivers.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 440; Supplement No. 4, 1919.

Authority.—Hague Notice No. 355 of 1921. (H. 1367-21.)

SOUTH PACIFIC OCEAN—WOODLARK ISLAND (MURUA).

Suloga Harbour—Caution with regard to Chart No. 2995.

No. 224 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 451 of 1921), are republished:—

Position.—Mapas island, lat. $9^{\circ} 12'$ S., long. $152^{\circ} 49'$ E. (approx.).

Caution.—The following cautionary note is to be inserted under the title of the plan of Suloga harbour on chart No. 2995, pending further information:—

“CAUTION.”

“It is reported that the orientation of this plan is incorrect (1920) and that the True and Magnetic meridians of the engraved compass rose are 21° in error in an easterly direction.”

Note.—A note drawing attention to the above “Caution” is also to be inserted between the True and Magnetic compass roses on the plan referred to.

Chart affected.—No. 2995, Plan of Suloga harbour.

Publication.—Pacific Islands Pilot, Vol. I, 1908, pages 170, 171.

Authority.—H.M.A.S. Melbourne, Hyd. Note No. 2 of 1920. (H. 9112-20.)

NORTH PACIFIC OCEAN—CAROLINE ISLANDS, YAP ISLAND.

Tomil Haven—Existence of Rock; Caution with regard to Beacons.

No. 225 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 452 of 1921) are republished:—

(1) Existence of rock:

Position.—At a distance of 1.75 cables, 057°, from Entrance rock beacon.

Lat. 9° 29' N., long. 138° 10' E. (*approx.*).

Depth.—3 fathoms (5^m5).

(2) Caution regarding beacons:

Caution.—The beacons in Tomil haven cannot be relied upon, and a note to this effect is to be placed on the chart.

Chart affected.—No. 1485, Yap or Uap island. Tomil haven.

Publication.—Pacific Islands Pilot, Vol. I, 1908, page 416; Supplement No. 3, 1917.

Authority.—Tokyo Notice No. 399 of 1921. (*H. 1339-21.*)

JAVA, NORTH COAST—BATAVIA ROADS.

Tanjong Priok Approach—Light-Buoys established; Light-Buoy withdrawn.

No. 226 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 455 of 1921), are republished:—

Position.—Tanjong Priok East breakwater light, lat. 6° 05' S., long. 106° 53' E. (*approx.*).

(1) Light buoys established:

(a) *Position.*—At a distance of 1.25 miles, 106°, from the east breakwater light.

Description.—A light-buoy painted white, exhibiting a *fixed green* light.

(b) *Position.*—At a distance of 1.40 miles, 305°, from the east breakwater light.

Description.—A light-buoy painted white, exhibiting a *fixed red* light.

(2) Light-buoy withdrawn:

Position.—At a distance of 6½ cables north-eastward from the east breakwater light.

Description.—Red conical light-buoy with fixed green light.

Charts affected.—No. 933, Batavia roads.

„ 2056, Sunda strait and approaches. (1).

„ 1653, Island of Java—western portion. (1).

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 91; Supplement No. 4, 1919.

Authority.—Hague Notice No. 354 of 1921. (*H. 1366-21.*)

CHINA SEA—FORMOSA.

Fuki Kaku W/T Station closed.

No. 227 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 461 of 1921), are republished:—

Position.—Lat. $25^{\circ} 18' N.$, long. $121^{\circ} 32' E.$ (approx.).

Details.—Information has been received that Fuki kaku W/T station has been closed; the references thereto in the List of W/T Weather Bulletins and W/T Storm Signals contained in the undermentioned publication are to be expunged.

Publication.—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), Nos. 6232 and 6363.

Authority.—Department of Overseas Trade. (H. 931-21.)

SOUTH PACIFIC OCEAN—NORFOLK ISLAND.

Sydney Bay—Intended Alterations in Signals to Vessels arriving.

No. 228 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 484 of 1921), are republished:—

Date of alteration.—1st June 1921.

Position.—Signal station flagstaff, lat. $29^{\circ} 04' S.$, long. $167^{\circ} 56' E.$ (approx.).

Details.—The following signals will be made from the above flagstaff for the guidance of vessels arriving at Norfolk island:—

Signal.	Indication.
(i) White flag.	Stay where you are. Landing safe.
(ii) White flag over blue flag.	Stay where you are. Landing dangerous.
(iii) Red flag.	Proceed to Cascade bay.
(iv) Blue flag.	Proceed to Duncombe bay.
(v) White flag over red flag.	Proceed to Ball bay and send a boat.
(vi) Red flag over white flag.	Proceed to Anson bay and send a boat.
(vii) Red flag over white and blue flags.	Proceed to west side, Head stone.

Remarks.—The existing signals, which will be discontinued on the above date, are to be expunged from the title of chart No. 1110. The new signals are not to be placed on the chart.

Chart affected.—No. 1110, Norfolk and Philip islands.

Publication.—Australia Pilot, Vol. III, 1916, page 163.

Authority.—Navy Office, Melbourne. (H. 1393-21.)

AUSTRALIA—VICTORIA.

Portland Bay—Alterations in Lighting.

No. 229 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 485 of 1921), are republished:—

(1) Whaler point light:

Position.—Lat. $38^{\circ} 20'$ S., long. $141^{\circ} 37'$ E. (approx.).

New abridged description.—Lt. Gp. Fl. (3) ev. 30 sec., vis. 15 m. (U).

Alterations.—The period and visibility of this group flashing white light have been increased. The light now shows three flashes every thirty seconds thus:

Flash,	eclipse,	flash,	eclipse,	flash,	eclipse.
0.33 sec.	4 sec.	0.33 sec.	4 sec.	0.33 sec.	21 sec.

The visibility is now 15 miles; the arc of visibility remains unaltered.

(2) New pier light:

Position.—On the outer end of the New pier.

New abridged description.—Lt. Fl. ev. 20 sec., vis. 5 m.

Alteration.—The flashing red light has been replaced by a light having the undermentioned characteristics:—

Character.—Flashing white every twenty seconds thus:

Flash,	eclipse.
0.33 sec.	19.67 sec.

Visibility.—5 miles, visible all round the horizon.

(3) Railway pier light:

Position.—On the outer end of the railway pier.

New abridged description.—Lt. Fl. Red ev. 7 sec., vis. 5 m.

Alteration.—The fixed red light has been replaced by a light having the undermentioned characteristics:—

Character.—Flashing red every seven seconds, thus:

Flash,	eclipse.
0.33 sec.	6.67 sec.

Visibility.—5 miles; the arc of visibility remains unaltered.

Chart affected.—No. 1062, Rivoli bay to Cape Otway with plan.

Publication.—List of Lights, Part VI, 1921, Nos. 2392, 2393, 2394.

Authority.—Department of Ports and Harbours, Melbourne. (H. 6108-20.)

CHINA SEA—GULF OF SIAM.

Koh Ira—Existence of Rock northward of.

No. 230 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 488 of 1921), are republished:—

Position.—At a distance of about half a mile south-eastward from Sombrero islet.

Lat. $12^{\circ} 41' 00''$ N., long. $100^{\circ} 48' 07''$ E.

Description.—A pinnacle rock.

Charts affected.—No. 2720, Koh Ta kut to Cape Liant.
„ 2414, Gulf of Siam.

Publication.—China Sea Pilot, Vol. III, 1912, page 165.

Authority.—Bangkok Notice, dated 28th January 1921. (H. 872-21.)

JAPAN, HONSHU—GULF OF TOKYO.

Yokohama Ko—Additional time signal established; Storm signals.

No. 231 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 492 of 1921), are republished:—

Position.—On the northern side of the watch house on the northern breakwater.

Lat. $35^{\circ} 28' N.$, long. $139^{\circ} 40' E.$ (approx.).

Details.—A time ball is dropped at the above position at noon, Standard time. This signal is made in a similar manner and simultaneously with the signal at the French Hatoba. Local storm signals are also exhibited on the watch house above referred to.

Note.—The note "*Time ball. Storm Sigl.*" is to be inserted on the chart against the watch house mentioned above, and the time ball note amended as necessary, "reported unreliable (1907)" being expunged therefrom.

Charts affected.—No. 3109, Yokohama bay.
" 3548, Yokohama to Uraga.

Publications.—List of Lights and Time Signals, Part VI, 1921, No. 5163. Japan Pilot, 1914, pages 208, 209; Supplement No. 4, 1920.

Authority.—Japanese Hydrographer and Tokyo Notice No. 141 of 1920. (H. 6072-20.)

CHINA, EAST COAST.

Hwang Hai Yellow Sea—Existence of wreck.

No. 232 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 517 of 1921), are republished:—

Position.—Lat. $33^{\circ} 50' 00'' N.$, long. $121^{\circ} 26' 00'' E.$ (approx.).

Description.—Sunken wreck of the SS. *Shenchau*.

Charts affected.—No. 3480, Shantung promontory to Nagasaki.
" 1262, Hongkong to Gulf of Liao tung.
" 1263, China sea.

Authority.—Shanghai Notice No. 719, dated 24th January 1921. (H. 1500-21.)

AUSTRALIA, EAST COAST—QUEENSLAND.

Brisbane River—Information with regard to dredged channels.

No. 233 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 524 of 1921), are republished:—

Position.—Pile lighthouse, lat. $27^{\circ} 19' S.$, long. $153^{\circ} 13' E.$ (approx.).

Note.—The following notes are to be placed on the undermentioned charts:—

[CHART No. 1674.]

"NOTE."

"The cuttings and reaches are dredged (1920) as follows:—

(a) Pile Lighthouse to Bulimba Reach ... 26 ft. at L.W.

(b) Bulimba Reach to Town Reach ... 24 ft. at L.W.

Dredging to maintain these depths is always in progress.

Attention must be paid to the Tidal Signals made from the Pile Lighthouse, as the depth is liable to change in all the dredged channels."

[CHART No. 1670b.]

"The cuttings in the Brisbane River shown on this chart are dredged (1920) to a depth of 26 ft. at Low Water."

Remarks.—The existing notes, other than those which are superseded by the above notes, are to be amended for the new information given.

Charts affected.—No. 1674, Brisbane river.

„ 1670b, Moreton bay—southern portion.

„ 1029, Danger point to Cape Moreton.

Publication.—Australia Pilot, Vol. III, 1916, pages 110, 111.

Authority.—Marine Department, Brisbane. (*H.* 1131-21.)

BORNEO, SOUTH COAST.

Barito River entrance—Wreck-marking buoy established.

No. 234 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 525 of 1921), are republished:—

Position.—At a distance of about 6 miles southward from Tanjong Burung and about a quarter of a mile eastward from the Barito light-vessel.

Lat. $3^{\circ} 39' 00''$ S., long. $114^{\circ} 30' 32''$ E., on chart No. 3029.

Description.—A green conical wreck-marking buoy.

Charts affected.—No. 3029, Tanjong Selatan to Tanjong Malatayur.

„ 941b, Eastern archipelago—sheet 2.

Authority.—Hague Notice No. 353 of 1921. (*H.* 1365-21.)

MALACCA STRAIT.

Penang Harbour—Amendments to Charts with regard to Pier and Buoys.

No. 235 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 527 of 1921), are republished:—

Position.—Lat. $5^{\circ} 25'$ N. long. $100^{\circ} 21'$ E. (*approx.*).

Details.—The accompanying reproduction of portions of charts Nos. 3732 and 1366 shows the necessary corrections to those charts with regard to Swettenham pier, the positions of the pier lights, and the alteration in position of the buoys in the vicinity of the pier.

Charts affected.—No. 3732, Penang harbour.

„ 1366, Penang harbour and approaches.

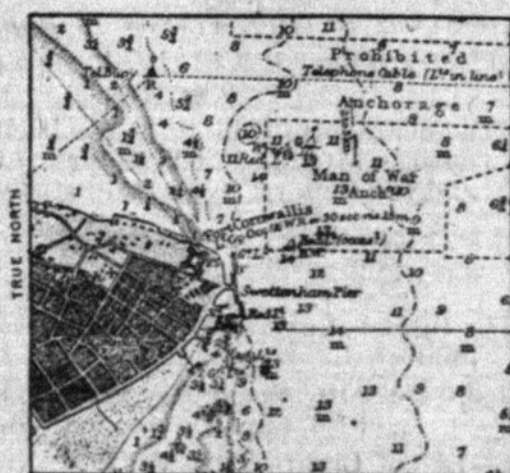
Publication.—China Sea Pilot, Vol I, 1916, page 177.

Authority.—Penang Notice dated 2nd February 1921. (H. 1360-21).



Reproduction of Portion of Chart No. 3792

0 5 Cables or 1 Sea Mile



Reproduction of Portion of Chart No. 1366

0 5 10 Cables or 1 Sea Mile

SOUTH INDIAN OCEAN.

Mauritius—Wireless Time Signals discontinued.

No. 236 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 528 of 1921), are republished:—

Position.—Mauritius W-T station, lat. $20^{\circ} 10'$ S. long., $57^{\circ} 35'$ E. (approx.)

Details.—Wireless time signals are no longer made by Mauritius W-T station, and the note "(Wireless Time Sig⁺)" is accordingly to be expunged from the chart.

Chart affected.—No. 748a, Indian ocean—southern portion.

Authority.—H. M. S. Comus, Hyd Note No. 1 of 1921. (H. 1493-21.)

RED SEA, EASTERN SHORE—JIDDA APPROACH.

Gaham Reef—Beacon destroyed.

No. 237 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 529 of 1921), are republished:—

Position.—On the northern end of the reef.

Lat. $21^{\circ} 27'$ N., long. $39^{\circ} 07'$ E. (approx.).

Note.—The note “(*Destroyed 1921*)” is to be placed against Gaham beacon on chart No. 2599.

Remarks.—This beacon is to be expunged from chart No. 8c.

Charts affected.—No. 2599, Jidda, with its approaches.
„ 8c, Red sea—sheet 3.

Publications.—Red Sea Pilot, 1909, pages 321, 322; Revised Supplement (3), 1917.
Red Sea Pilot, 1921 (*in press*).

Authority.—British Agent, Jidda. (*H. 1752-21.*)

AUSTRALIA, WEST COAST—SHARK BAY, GASCOYNE ROAD.

Babbage Island Light—Alteration in Character.

No. 238 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 535 of 1921), are republished:—

Position.—On the north-western side of Babbage island, near the inner end of the jetty.

Lat $24^{\circ} 52'$ S., long., $113^{\circ} 38'$ E. (*approx.*).

New abridged description.—Lt. Fl. W. R. ev. 3 sec., 101 ft., vis. 13 & 9 m. (U).

Alteration.—The character of the light has been altered from fixed, with white and red sectors, to *flashing*, with *white* and *red* sectors, *every three seconds*, thus:

Flash,	eclipse.
0.3 sec.	2.7 sec.

Remarks.—The light is unwatched; the limits of the sectors remain unaltered.

Charts affected.—No. 518, Shark bay, with plan.
„ 1056, Cape Cuvier to Champion bay.

Publications.—List of Lights, Part VI, 1921, No. 2252.
Australia Pilot, Vol. V, 1914, page 318.

Authority.—Western Australia Harbour and Light Department
Notice dated 23rd December 1920. (*H. 1547-21.*)

AUSTRALIA, EAST COAST—NEW SOUTH WALES.

Port Stephens—Amendments to Charts with regard to Shoals.

No. 239 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 536 of 1921), are republished:—

Position.—Yacaaba head, lat. $32^{\circ} 42'$ S., long. $152^{\circ} 14'$ E. (*approx.*).

Details.—The accompanying reproductions of portions of charts Nos. 1070, 1021, 1024 and 3622 show the necessary corrections to those charts with regard to shoals, as revealed by a recent survey.

The following cautionary note is to be inserted on chart No. 1070:—

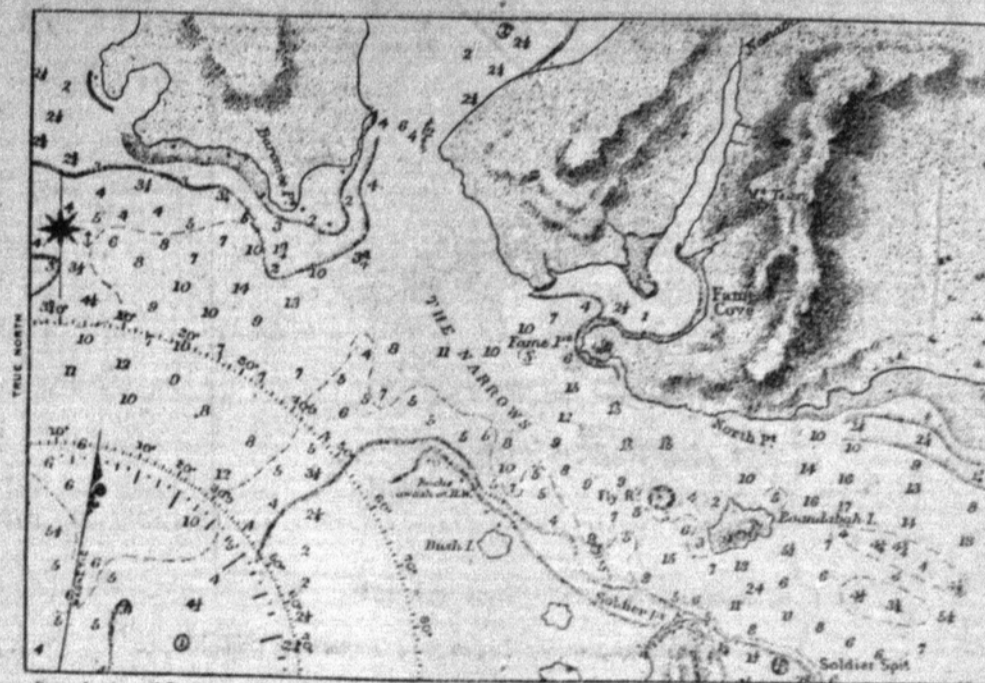
A recent survey shows the existence of a number of additional dangers outside the main channel; this chart must therefore be used with caution.

Charts affected.—No. 1070, Port Stephens.

„ 1021, Port Jackson to Port Stephens
„ 1024, Port Stephens to Tacking point
„ 3622, Port Jackson to Cape Byron.

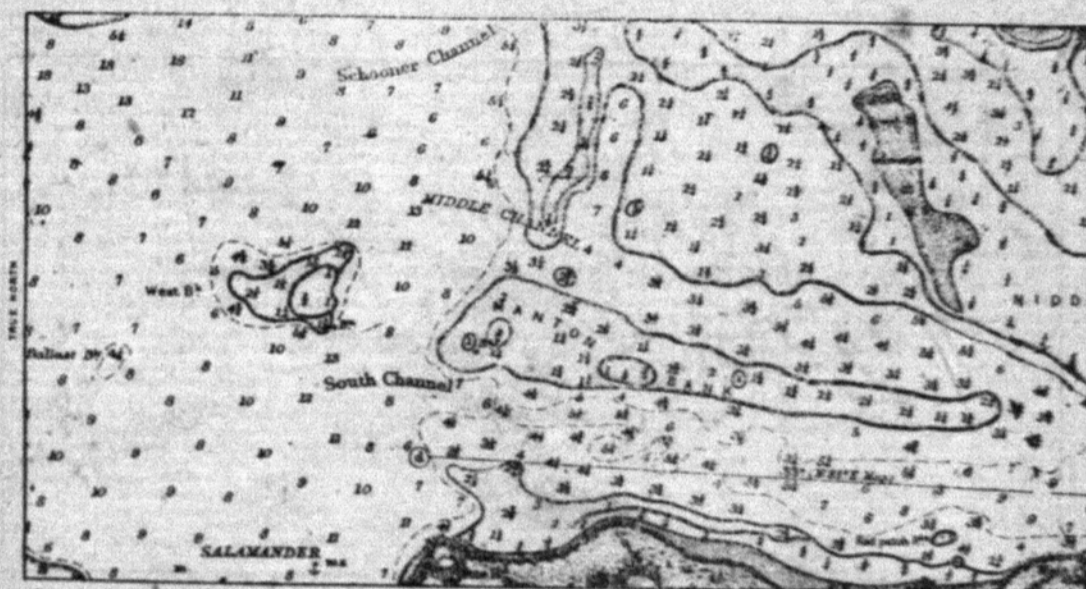
Publication.—Australia Pilot, Vol. III, 1916, pages 61 to 65.

Authority.—H. M. Surveying Vessel *Fantome*. (*H. 8411-20.*)



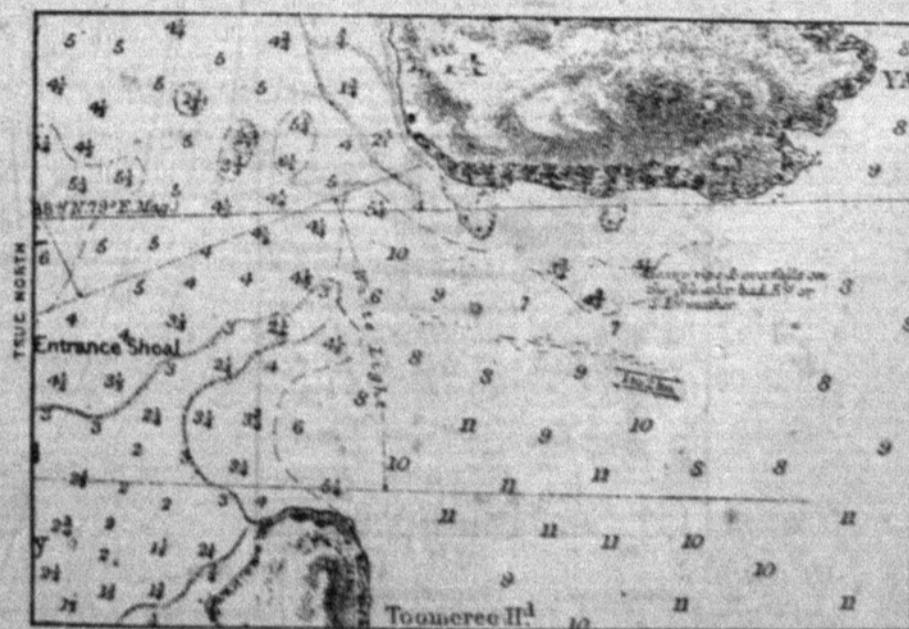
Reproduction of Portion of Chart N°1070

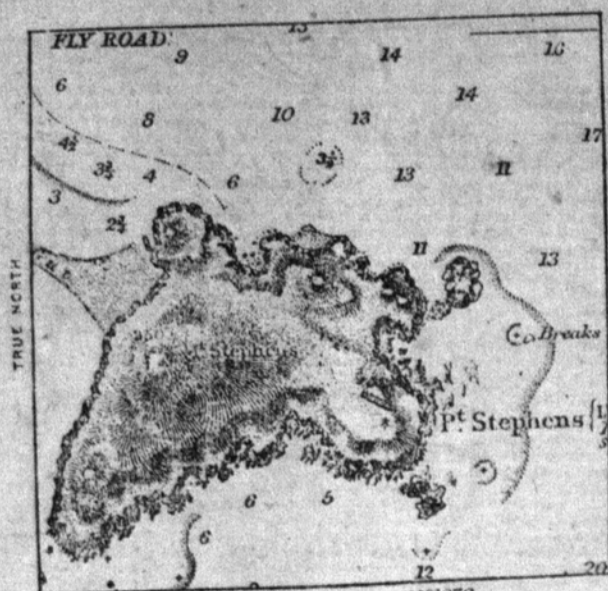
Cables 10 5 0 10 Sea Miles



Reproduction of Portion of Chart N°1070

Cables 10 5 0 10 Sea Miles





Reproduction of Portions of Chart N°1070.

0 5 10 Cables or 1 Sea Mile



Reproduction of Portion of Chart N°1021.

0 5 Sea Miles



Reproduction of Portion of Chart N°1024.

0 1 2 3 4 Sea Miles



AUSTRALIA, NORTH-WEST COAST.

Mount Blaze—Light established.

No. 240 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 549 of 1921), are republished:—

Position.—Lat. $19^{\circ} 59' 20''$ S., long. $119^{\circ} 37' 45''$ E. (*approx.*), on chart No. 1048.

Abridged description.—(U) Lt. Gp. Fl. (2) *ex. 6 sec.*

Character.—Group flashing white showing two flashes every six seconds, thus:

Flash,	eclipse,	flash,	eclipse.
0.3 sec.	0.9 sec.	0.3 sec.	4.5 sec.

Remarks.—The light is unwatched; further details are not stated.

Charts affected.—No. 1048, Buccaneer archipelago to Bedout island.

" 475, North-west coast of Australia.

Publications.—List of Lights, Part VI, 1921, No. 2240a.

Australia Pilot, Vol. V, 1914, page 258.

Authority.—Western Australia, Harbour and Light Department Notice dated 23rd December 1920. (*H. 1548-21.*)

NEW ZEALAND—SOUTH ISLAND, EAST COAST.

Lyttelton Harbour and Entrance Channel—Amendment to Chart with regard to Depths.

No. 241 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 565 of 1921), are republished:—

Position.—Lyttelton harbour entrance, lat. $43^{\circ} 37'$ S., long. $172^{\circ} 43'$ E. (*approx.*).

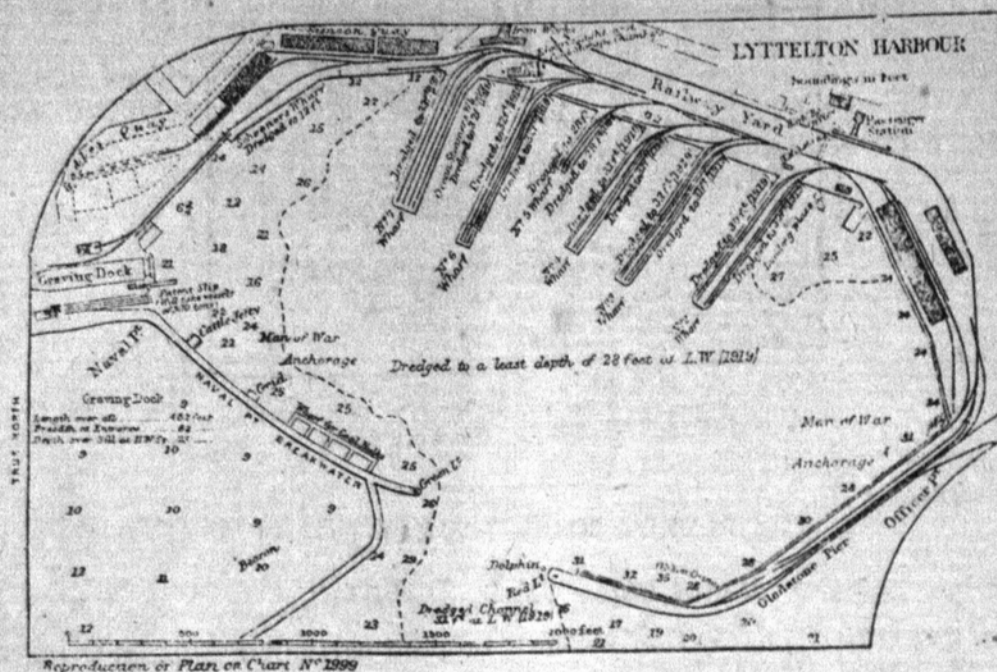
Details.—The accompanying reproductions of portions of chart No. 1999, show the necessary corrections to that chart with regard to the depths in Lyttelton harbour and the entrance channel.

Remarks.—It will be observed that extensions have been made to Nos. 5 and 6 wharves, and that two buoys have been established near the harbour entrance.

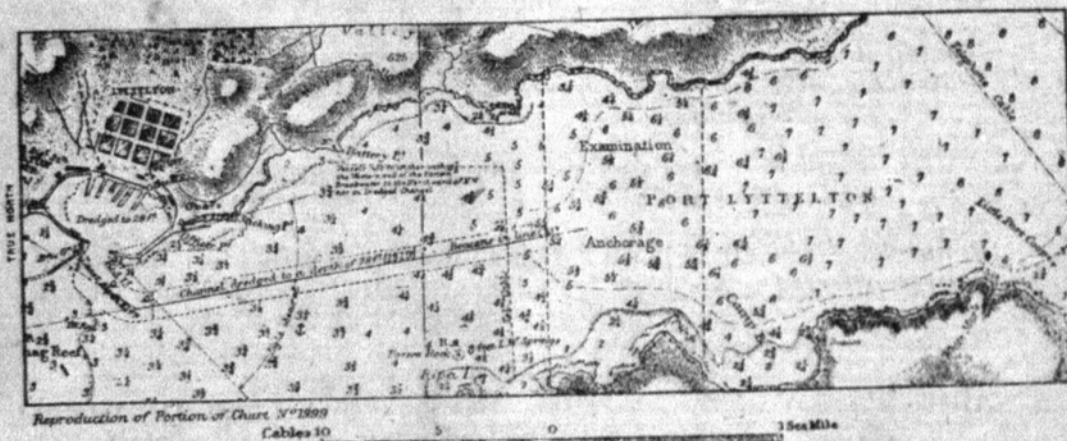
Chart affected.—No. 1999, Ports Lyttelton and Levy, and Pigeon bay, with plan.

Publications.—New Zealand Pilot, 1919, pages 340, 341; Supplement No. 1, 1920.

Authority.—Lyttelton Harbour Board. (*H. 1098-21.*)



Reproduction of Plan on Chart N° 1899



Reproduction of Portion of Chart N° 1899

NEW ZEALAND—NORTH ISLAND.

Thames Harbour—Light established.

No. 242 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 566 of 1921), are republished:—

Position—On the northern side of Kauaeranga channel, at a distance of 2·10 cables, 277°, from the north-western end of Shortland wharf.

Lat. 37° 09' S., long. 175° 32' E. (approx.).

Abridged description—Lt. F. 30 ft., vis. 5 m.

Characteristics:

Character—Fixed white.

Elevation—30 feet (9^m1)

Visibility—5 miles.

Structure—A beacon.

Charts affected—No. 1108, River Thames (New Zealand).

„ 2543, Maunganui bluff to Manukau harbour,
and Tutukaka harbour to Mayor island.

Publications—List of Lights, Part VI, 1921, No. 2898a.

New Zealand Pilot, 1919, page 213.

Authority—Wellington Notice No. 73 of 1920. (*H. 1710-21.*)

NEW ZEALAND—NORTH ISLAND.

Auckland Harbour—Amendments to Chart with regard to Depths.

No. 243 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 574 of 1921), are republished:—

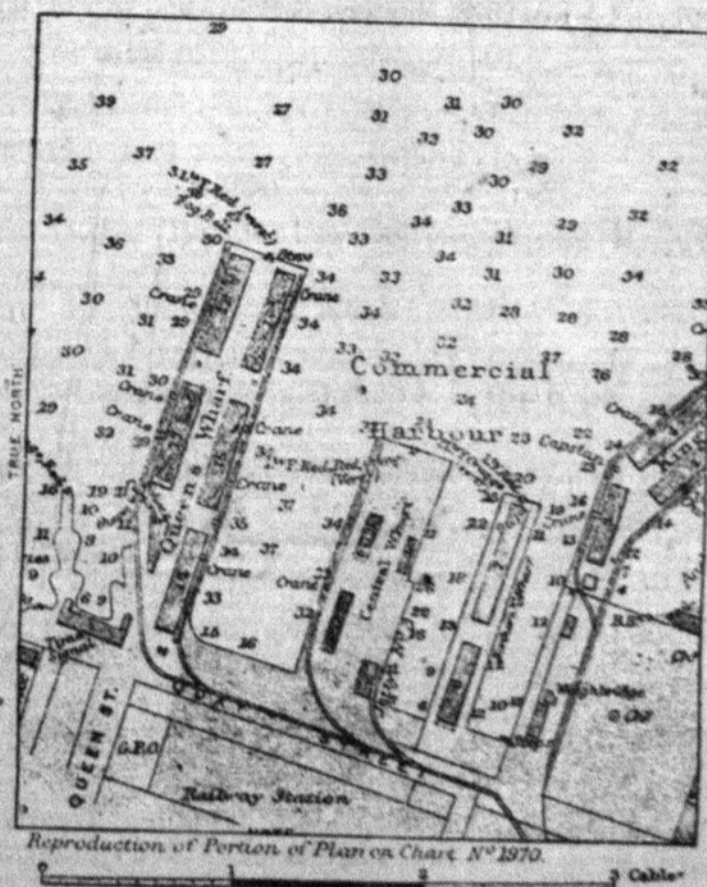
Position.—Commercial harbour, lat. $36^{\circ} 50' S.$, long. $174^{\circ} 46' E.$
(*approx.*).

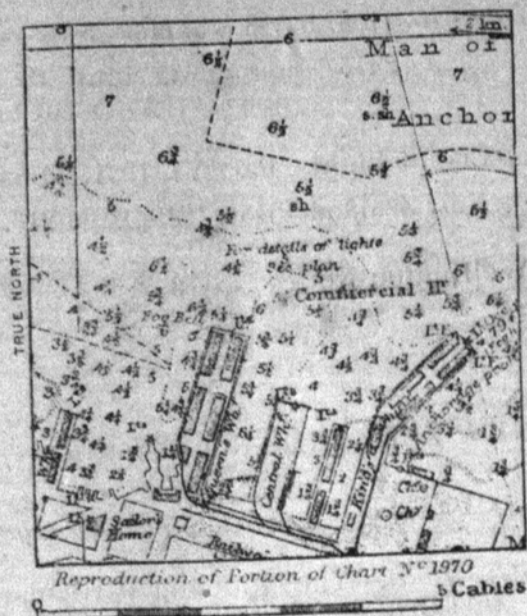
Details.—The accompanying reproduction of portions of chart No. 1970 shows the necessary corrections to that chart with regard to depths in the Commercial harbour, Auckland.

Chart affected.—No. 1970, Auckland harbour and approaches, with plan.

Publication.—New Zealand Pilot, 1919, page 190.

Authority.—Auckland Harbour Board. (*H. 1099-21.*)





PHILIPPINE ISLANDS—MINDANAO, NORTH COAST.

Iligan Bay, Camp Overton—Light discontinued.

No. 244 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 575 of 1921), are republished :—

Position.—On outer end of wharf at Camp Overton.

Lat. $8^{\circ} 13' N.$, long. $124^{\circ} 12' E.$ (*approx.*).

Details.—The fixed red light in the above position has been permanently discontinued.

Charts affected.—No. 2578, Eastern part of the Sulu or Mindoro sea.

„ 943, Molucca passage to Manila.

Publications.—List of Lights, Part VI, 1921, No. 1165.

Eastern Archipelago Pilot, Part I, 1911, page 439.
Supplement No. 5, 1920.

Authority.—Manila Notice No. 6 of 1920. (*H. 1598-21.*)

BAY OF BENGAL—NICOBAR ISLANDS.

Revello Channel—Shoal reported.

No. 245 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 583 of 1921), are republished :—

Position.—Near the middle of Revello channel, at a distance of about 3 miles south-westward from Expedition harbour entrance.

Lat. $8^{\circ} 00' 45'' N.$, long. $93^{\circ} 25' 50'' E.$ (*approx.*).

Depth.—6 fathoms (11^m0).

Note.—This shoal, which is believed to be about 3 cables in extent, is to be marked on the charts with a note "*Repd. (1921) (P.A.)*."

Charts affected.—No. 840, Nicobar islands.

„ 830, Bassein river to Pulo Penang.

„ 70, Bay of Bengal.

Publication.—Bay of Bengal Pilot, 1910, page 380.

Authority.—Captain H. G. Ellis, Master of the SS. *Ismailia*.
(H. 989-21.)

AUSTRALIA—VICTORIA.

Port Phillip Entrance, South Channel—Alterations in Depths.

No. 246 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 602 of 1921), are republished :—

Position.—Portsea, lat. $38^{\circ} 19' S.$, long. $144^{\circ} 43' E.$ (*approx.*).

Details.—The accompanying reproductions of portions of charts Nos. 2747, 1171 and 1695b show the necessary correction to those charts with regard to alterations in depths in the South channel northward of Portsea.

From the reproductions it will also be seen that the positions of the light-buoy, Nos. 1, 2 and 3 buoys, and the buoy eastward of Portsea jetty have been slightly amended.

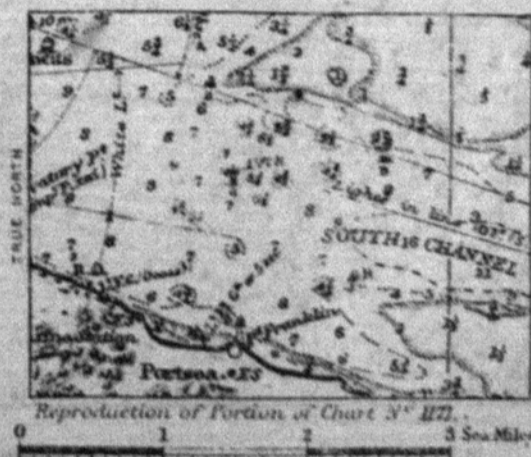
Charts affected.—No. 2747, Entrance to Port Phillip.

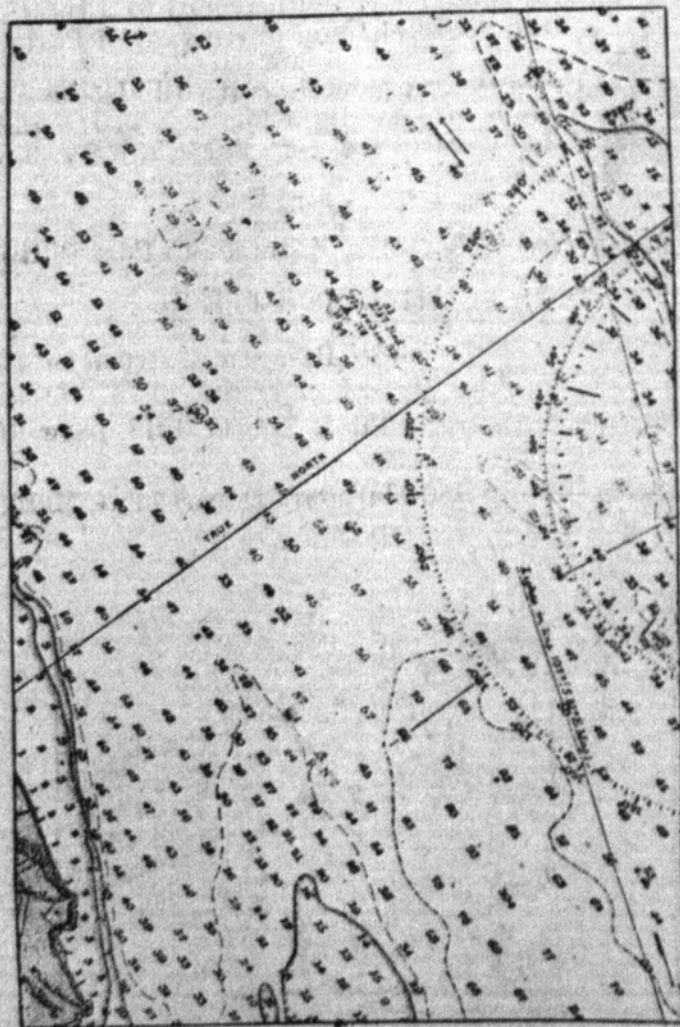
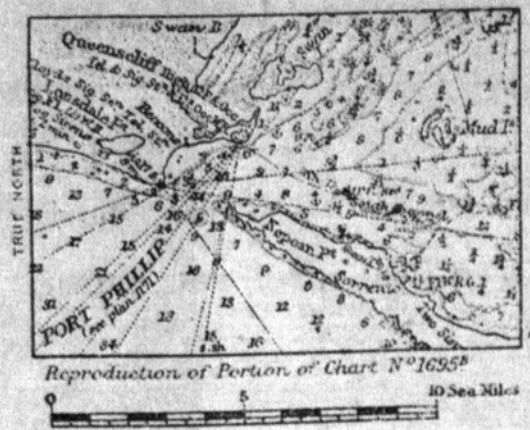
„ 1171, Port Phillip.

„ 1695b, Bass strait—western sheet.

Publication.—Australia Pilot, Vol. II, 1918, pages 105 to 108.

Authority.—Ports and Harbours Department, Melbourne. (H. 1100-21.)





CHINA SEA—BORNEO, WEST COAST.

Little Kapuas River Entrance—Amendments to Charts with regard to Depths and Light.

No. 247 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 603 of 1921), are republished:—

Position.—Sultan's house, lat. $0^{\circ} 02' N.$, long. $109^{\circ} 11' E.$ (approx.).

Details.—The accompanying reproduction of portions of charts Nos. 3720 and 3721 shows the necessary corrections to those charts with regard to depths, &c., in the entrance to Little Kapuas river, together with the amended position of the fixed red light at Junkat.

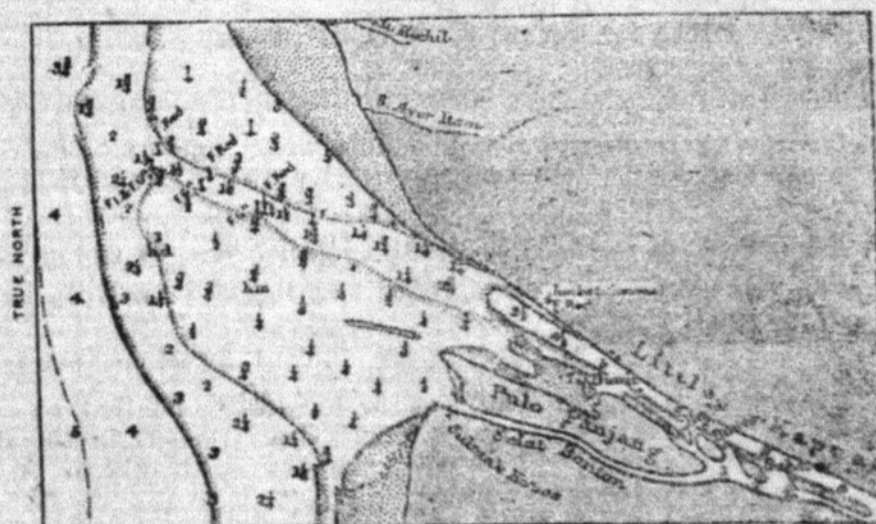
Charts affected.—No. 3720, Pontianak to Tanjong Bayung.

„ 3721, Masa Tiga island to Pontianak.

Publications.—List of Lights, Part VI, 1921, No. 1094.

China Sea Pilot, Vol. IV, 1912, page 34, Supplement No. 5, 1920.

Authority.—Tokyo Notice No. 352 of 1920. (H. 928-21.)



Reproduction of Portion of Chart No. 3720.



Reproduction of Portion of Chart No. 3721.



PORTUGUESE EAST AFRICA.

Ibo Harbour—Buoys disappeared.

No. 248 (*third publication*).—The following particulars, etc. relative to the above, issued by the British Admiralty (No. 622 of 1921), are republished :—

Position.—Ibo harbour entrance, lat. $12^{\circ} 17' S.$, long. $40^{\circ} 38' E.$ (*approx.*).

Details.—The two buoys marking the entrance to Ibo harbour have disappeared, and are to be expunged from the chart together with the note regarding the anchorage buoy on the plan of the harbour.

Chart affected.—No. 1809, Mozambique harbour to Ras Pekawi, with plan.

Publication.—Africa Pilot, Part III, 1915, page 300, Supplement No. 4, 1920.

Authority.—Lisbon Notice No. 5 of 1921. (*H. 2052-21.*)

CHINA, EAST COAST—FORMOSA STRAIT.

Brothers Islets—Non-existence of Obstruction eastward of.

No. 249 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 625 of 1921), are republished :—

Former Notice.—No. 380 of 1921. (*This office No. 213 of 1921.*)

Position.—At a distance of about 19 miles eastward of the Brothers islets.

Lat $23^{\circ} 38' 00'' N.$, long. $118^{\circ} 01' 30'' E.$ (*approx.*).

Remarks.—An examination of the locality has failed to reveal any trace of the obstruction reported in the above position. The obstruction is accordingly to be expunged from the charts.

Charts affected.—No. 1760, The Brothers to Ockseu islands.

„ 1968, Formosa island and strait.

„ 2661*b*, China sea, northern portion—eastern sheet.

„ 1262, Hongkong to Gulf of Liau-tung.

„ 1263, China sea.

Publication.—China Sea Pilot, Vol. V, 1912, page 95.

Authority.—Commander-in-Chief, China Station. (*H. 2007-21.*)

JAPAN—INLAND SEA, TSURU SHIMA SUIDO.

Mitsugahama Breakwater Light—Alteration in Characteristics.

No. 250 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 652 of 1921), are republished :—

Former Notice.—No. 1124 of 1920. (*This office No. 258 of 1920.*)

Position.—On the outer end of the recently completed breakwater.
Lat. $33^{\circ} 52' N.$, long. $132^{\circ} 42' E.$ (*approx.*).

New abridged description.—(U) Lt. F., 30 ft., vis. 10 m.

Details.—The fixed red light has been replaced by a light having the undermentioned characteristics:—

Character.—Fixed white.

Elevation.—30 feet (9^m1).

Visibility—10 miles.

Power.—320 candles.

Structure.—White iron pillar 22 feet (6^m7) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 83, Gogo shima to Miyo shima, with plan.

„ 694, Plan of Gogo shima and Horiyé anchorages.

„ 3154, Ominase to Gogo shima.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1921, No. 1946.

Japan Pilot, 1914, page 365.

Authority.—Tokyo, Department of Communications, Notice No. 260 of 1921. (H. 2180-21.)

EASTERN ARCHIPELAGO—JAVA SEA.

Kangeang Group—Corrections to Charts with regard to Shoals and Rocks north-westward and westward of.

No. 251 (third publication.)—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 653 of 1921), are republished:—

(1) Existence of shoals:

(a) *Position.*—Lat. 6° 22' 20" S., long. 115° 08' 10" E.

Depth.—6 fathoms (11^m0).

(b) *Position.*—Lat. 6° 34' 10" S., long. 115° 07' 10" E.

Depth.—7 fathoms (12^m8) (coral).

(2) Non-existence of rocks:

(a) Minerva rock:

Position.—Lat. 6° 37' S., Long. 115° 05' E. (*approx.*).

(b) Adriana Petronella reef:

Position.—Lat. 6° 50' S., long. 114° 56' E. (*approx.*).

(c) Islay rock:

Position.—Lat. 7° 13' S., long. 114° 45' E. (*approx.*).

Remarks.—The above rocks are to be expunged from the charts.

Charts affected.—No. 1654, Island of Java—eastern portion.

„ 941b, Eastern Archipelago—sheet 2.

„ 2759a, Australia—northern portion.

„ 1263, China sea. (All except (2) (c).)

„ 748b, Indian ocean—northern portion.

„ 2483, Atlantic and Indian oceans, &c. ((2) (b) and (c).)

„ 2683, Pacific ocean. ((2) (b) and (c).)

„ 2937, Oceanic soundings, Indian and Western Pacific oceans. ((2) (b) and (c).)

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 174, 175; Supplement No. 5, 1921.

Authority.—Netherlands Government Charts. (H. 1477-21.)

JAPAN—INLAND SEA, HIROSHIMA WAN.

Nishino Gobin Light—Alteration in period.

No. 252 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 656 of 1921), are republished :—

Position.—Lat. $34^{\circ} 04' N.$, long. $132^{\circ} 26' E.$ (approx.).

Alteration.—The period of this *flashing white and red light* has been altered from ten seconds to *four seconds*.

Chart affected.—No. 3469, Hiroshima wan.

Publications.—List of Lights, Part VI, 1921, No. 1944.

Japan Pilot, 1914, page 377.

Authority.—Tokyo, Department of Communications, Notice No. 281 of 1921. (H. 2181-21.)

JAPAN—GULF OF OSAKA.

Osaka Breakwater Lights—Correction to Chart No. 3566.

No. 253 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 657 of 1921), are republished :—

Former Notice.—No. 2079 of 1920. (This office No. 38 of 1921.)

(1) North breakwater light :

Position.—On the outer end of the north breakwater.

Lat. $34^{\circ} 38' N.$, long. $135^{\circ} 23' E.$ (approx.).

New abridged description.—(U) Lt. Occ. ev. 4 sec., 36 ft., vis. 11 m.

(2) South breakwater light:

Position.—On the outer end of the south breakwater.

New abridged description.—(U) Lt. Occ. Red ev. 4 sec., 36 ft vis. 11 m.

Remarks.—The abridged descriptions of these lights are to be corrected as above on chart No. 3566, which was not included in the list of charts affected by the former Notice.

Chart affected.—No. 3566, Izumi nada and Harima nada.

Authority.—Hydrographic Department. (H. 2245-21.)

GULF OF ADEN—GULF OF TAJURA ENTRANCE.

Obokh—Buoy withdrawn.

No. 254 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 668 of 1921), are republished:—

Position.—Off the eastern end of Laclocheterie bank.

Lat. $11^{\circ} 57' N.$, long. $43^{\circ} 17' E.$ (approx.).

Remarks.—The black conical buoy has been withdrawn.

Charts affected.—No. 919, Plan of Obokh.

„ 253, Jebel Jan to Shab Kulangarit.

Publications.—Red Sea, &c., Pilot, 1909, page 418.

Red Sea, &c., Pilot, 1921 (in press).

Authority.—Paris Notice No. 472 of 1921 (H. 1967-21.)

JAPAN—KIUSIU, WEST COAST.

Hayasaki Seto—Existence of Rocks.

No. 255 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 672 of 1921), are republished:—

(1) *Position*.—At a distance of about 9 cables eastward from Gotsu reef light.

Lat. $32^{\circ} 34' 42'' N.$, long. $130^{\circ} 07' 21'' E.$

Depth.— $6\frac{1}{2}$ fathoms (12^m3), rock.

(2) *Position*.—At a distance of about 11 cables south-westward from Gotsu reef light.

Lat. $32^{\circ} 33' 45'' N.$, long. $130^{\circ} 05' 20'' E.$

Depth.— $4\frac{1}{2}$ fathoms (8^m7), rock.

Charts affected.—No. 836, Amakusa islands and Yatsushiro sea.

„ 3692, Shimabara kiwan.

Publication.—Japan Pilot, 1914, page 447.

Authority.—Tokyo Notice No. 17 of 1921. (H. 1852-21.)

JAPAN—INLAND SEA, AKI NADA.

Oai Jima—Rock south-eastward of.

No. 256 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 685 of 1921), are republished:—

Position.—In the channel between Oai jima and Koai jima, at a distance of one mile, 331° , from Koai jima Δ .

Lat. $34^{\circ} 04' N.$, long. $132^{\circ} 43' E.$ (*approx.*).

Depth.—9 fathoms (16^m5), rock.

Remarks.—This rock has been named “*Ō Ishi*.”

Charts affected.—No. 83, Gogo shima to Miyo shima.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publication.—Japan Pilot, 1914, page 368.

Authority.—Tokyo Notice No. 6 of 1921. (*H. 1848-21.*)

JAPAN—HONSHU, SOUTH COAST, ISE NO UMI.

Noma Ga Saki—Light established.

No. 257 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 693 of 1921), are republished:—

Position.—Lat. $34^{\circ} 45' 23'' N.$, long. $136^{\circ} 50' 45'' E.$, on chart No. 952.

Abridged description.—Lt. Occ. *ev.* 6 sec., 62 fl., *vis.* 13 m.

Characteristics:

Character.—Occulting white every six seconds, thus:

Light,	eclipse.
3 sec.	3 sec.

Elevation.—62 feet (18^m9).

Visibility.—13 miles, from 326° through north to 164° .

Power.—1,300 candles.

Structure.—White circular concrete tower, 56 feet (17^m1) in height.

Charts affected.—No. 952, Owashi wan to Atsumi wan.

„ 996, Kii suido to Tokyo.

„ 2347, Honshū, Kiusiu and Shikoku, &c.

Publications.—List of Lights, Part VI, 1921, No. 2026a.

Japan Pilot, 1914, page 170.

Authority.—Tokyo, Department of Communications, Notice No. 229 of 1921. (*H. 2286-21.*)

AUSTRALIA—WEST COAST.

Fremantle to Cape Naturaliste—Magnetic Disturbance reported.

No. 258 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 694 of 1921), are republished:—

Position.—Fremantle harbour entrance, lat. $32^{\circ} 03' S.$, long. $115^{\circ} 45' E.$ (*approx.*).

Cape Naturaliste, lat. $33^{\circ} 32' S.$, long. $115^{\circ} 01' E.$ (*approx.*).

Details.—A magnetic disturbance, which deflected the compass needle about 20° to the westward, was experienced by the SS. *Chindwara* between Fremantle and Cape Naturaliste on the 4th February 1921.

Normal magnetic variation was not regained until the ship had passed Cape Leeuwin.

Mariners are warned accordingly.

Publication.—Australia Pilot, Vol. V, 1914, pages 408, 411.

Authority.—Extract from Meteorological Report of SS. *Chindwara* (*H. 2108-21.*)

NEW GUINEA—NORTH-WEST COAST.

(1) *Misool, Katapu Anchorage and Approaches—Existence of Shoals.*

(2) *Jef Doif islands—Shoal patch in vicinity.*

No. 259 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 695 of 1921), are republished:—

(1) **Misool, Katapu Anchorage and Approaches.**

Position.—Katapu anchorage, lat. $1^{\circ} 50' S.$, long. $129^{\circ} 51' E.$

Details.—The accompanying reproduction of a portion of chart No. 3744 shows the necessary corrections to that chart with regard to shoals in Katapu anchorage and approaches.

The inner $2\frac{1}{2}$ fathom shoal, which is situated at a distance of 13.05 cables, 063° , from the centre of Nusa Piai, is to be inserted on the plan of the abovementioned anchorage on chart No. 3440.

(2) **Jef Doif Islands.**

Position.—At a distance of about 3 miles northward of Kommerrust.

Lat. $0^{\circ} 47' 00'' S.$, long. $129^{\circ} 53' 00'' E.$

Depth.—13 fathoms (23^m8), coral.

Charts affected.—No. 3440, Plan of Katapu anchorage.

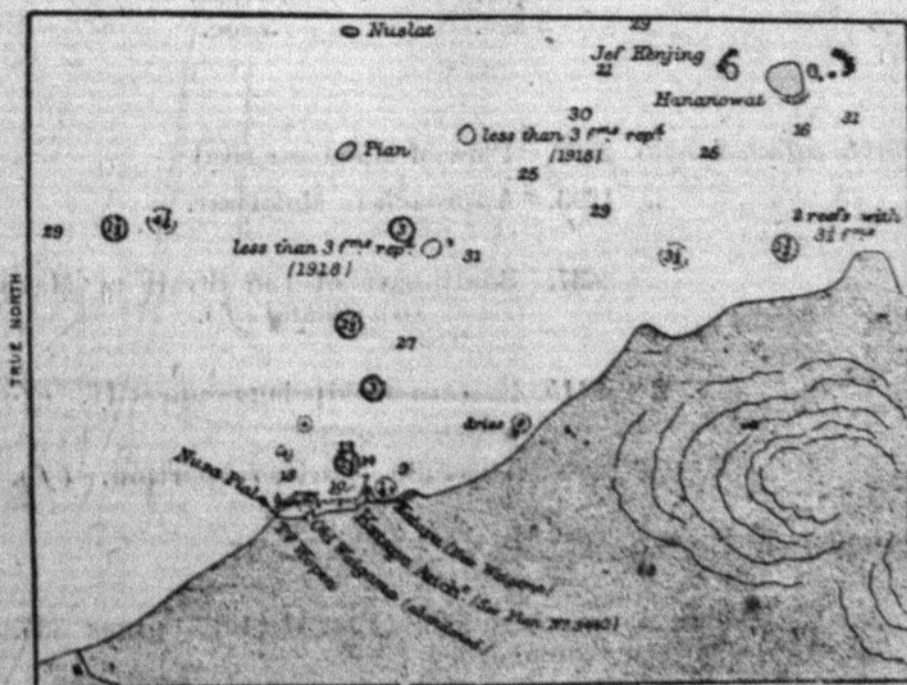
„ 3744, Tanjong Suabur to Kabu islands, etc.

„ 3745, Kabu islands to Tanjong Kasbi, etc. (2).

„ 942b, Eastern archipelago—sheet IV.

Publication—Eastern Archipelago Pilot, Part III, 1911, pages 104, 109.

Authority.—Hague Notice No. 551 of 1921. (H. 2037-21.)



Reproduction of Portion of Chart No. 3744

3 Sea Miles

CELEBES—MAKASSAR STRAIT.

Makassar Road—Amendments to Charts.

No. 260 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 696 of 1921), are republished :—

Position.—Makassar, lat. $5^{\circ} 08' S.$, long. $119^{\circ} 24' E.$

Details.—The accompanying reproductions of portions of charts Nos. 2662 and 1293 show the following :—

(a) The position of Quarantine island and break-water recently constructed on Great Lae Lae shoal.

(b) The position of a breakwater recently constructed on Little Lae Lae shoal.

(c) Extensions to the quay at Makassar.

(d) Positions of mooring buoys which have been established off the abovementioned quay.

(e) Position of beacon which has been erected on edge of shoal bank extending from Fort Rotterdam.

(f) Alteration in abridged description of Mariso light; the new light is *occulting*, with *white* and *red* sectors *every ten seconds*, thus :

Light,	eclipse.
5 sec.	5 sec.

Charts affected.—No. 2662, Plan of Makassar road.

„ 1293, Approach to Makassar.

„ 2637, South part of the Strait of Makassar.
(a), (b) and (f).

„ 941b. Eastern archipelago—sheet II. (f).

„ 2759a, Australia—northern portion. (f).

Publications.—List of Lights, Part VI, 1921, No. 1017.

Eastern Archipelago Pilot, Part II, 1913, pages 385, 386, 389; Supplement No. 4, 1919.

Authority.—Hague Notices Nos. 2202 of 1920, 356 of 1921 and Tokyo Notice No. 333 of 1920. (H. 7692-20, 921 & 1368-21).

AFRICA, SOUTH-EAST COAST—NATAL.

*Durban—Amended Positions and Characteristics of Breakwater Lights;
Non-Existence of Beacon.*

No. 261 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 705 of 1921), are republished:—

(1) North breakwater light:

Position.—On the centre line of the breakwater, at a distance of 28 yards (25^m6) shoreward from charted position.

Lat. 29° 52' S., long. 31° 04' E. (*approx.*).

Remarks.—The visibility of this *occulting red* light is now 3 miles; the remaining characteristics are unaltered.

(2) South breakwater light:

Position.—On the centre line of the breakwater, at a distance of about 80 yards (73^m2) shoreward from charted position and 93 yards (85^m0) from the end of the breakwater.

Remarks.—The elevation of this *fixed white* light is now 28 feet (8^m5); the remaining characteristics are unaltered.

(3) Non-existence of beacon:

Position.—At the outer end of the old North pier.

Lat. 29° 52' S., long. 31° 03' E. (*approx.*).

Remarks.—This beacon is to be expunged from the chart.

Charts affected.—No. 2908, Durban.

„ 643, Durban and approaches.

Publications.—List of Lights, Part VI, 1921, Nos. 49, 50.

Africa Pilot, Part III, 1915, page 169.

Authority.—General Manager, South African Railways and Harbours. (H. 1992-21.)

CHINA SEA—TONG KING GULF, HAINAN STRAIT.

(1) Hainan Head—Wreck eastward of. (2) Baksha Banks—Fishing stakes north-westward of.

No. 262 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 708 of 1921), are republished:—

(1) Hainan Head.

Position.—At a distance of 3.05 miles, 089°, from charted position of the beacon situated on the end of the reef extending northward from Hainan point (*approx.*).

Lat 20° 10' N., long. 110° 45' E.

Description.—Sunken wreck of a vessel with two masts showing above water.

Remarks.—The year date “(1920)” is to be inserted against this wreck on the plan of Inner passage on chart No. 876.

(2) Baksha Banks.

Position.—Lat. 20° 09' N., long. 110° 24' E. (*approx.*).

Remarks.—The note “Fishing Stakes reported hereabouts (1920)” is to be placed on the charts in the above position.

Charts affected.—No. 876, Hainan strait, with plan.

„ 2062, Tongking gulf.

„ 2661a, China sea, northern portion—western sheet.

Publication.—China Sea Pilot, Vol. III, 1912, page 342.

Authority.—H.M.S. *Magnolia*, Remark Book. (H 2268-21.)

CHINA, EAST COAST—YANG TSE KIANG APPROACH, CHUSAN
ARCHIPELAGO.

Steep Island Pass—Amended Position of and Depth over Wreck south-westward of.

No. 263 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 709 of 1921), are republished:—

Former Notice.—No. 434 of 1921. (*This office No. 221 of 1921.*)

Position.—At a distance of about 6½ miles south-westward from Steep island lighthouse and one mile south-westward from charted position.

Lat. $30^{\circ} 08' 17''$ N., long. $122^{\circ} 29' 30''$ E.

Details.—There is a least depth of 8 fathoms (14m6) over the wreck of the dredger *Shanghai* in the above position.

Charts affected.—No. 1124, Southern approach to the Yang tse kiang.

No. 1199, Kue shan islands to the Yang tse kiang.

Authority.—Shanghai Notice No. 720, dated 24th February 1921. (*H. 2315-21.*)

CHINA, SOUTH-EAST COAST—HONGKONG.

Wag Lan Islet Lighthouse—Alteration in Fog Signal.

No. 264 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 710 of 1921), are republished:—

Former Notice.—No. 871 of 1920. (*This office No. 206 of 1920.*)

Position.—Lat. $22^{\circ} 11'$ N., long. $114^{\circ} 18'$ E. (*approx.*).

Alteration.—The explosive fog-signal gives *two* reports, with an interval of *fifteen seconds* between them, *every twelve minutes*.

Remarks.—This alteration, which was notified in the former notice quoted above as being of a temporary character, is now to be indicated on the charts.

Charts affected.—No. 1466, Hongkong.

„ 3605, Hongkong to Mirs bay.

„ 3026, Macao to Pedro Blanco, including Hongkong

Publications.—List of Lights, Part VI, 1921, No. 1525.

China Sea Pilot, Vol. III, 1912, page 496.

Authority.—Harbour Master, Hongkong. (*H. 298-21.*)

AFRICA, EAST COAST—TANGANYIKA TERRITORY.

(1) *Kilwa Main Pass—Buoys established.* (2) *Mafia island, west coast—Buoy established; alteration in position and description of buoy.*

No. 265 (*third publication*).—The following particulars etc., relative to the above, issued by the British Admiralty (No. 729 of 1921), are republished:—

(1) **Kilwa Main Pass.**

(a) *Position*.—At the southern end of the reef extending southward from Fanjove island.

Lat. $8^{\circ} 38' 00''$ S., long. $39^{\circ} 34' 05''$ E.

Description.—A pillar buoy painted in black and white horizontal bands.

(b) *Position*.—On the northern side of Amana reef.

Lat. $8^{\circ} 42' 05''$ S., long. $39^{\circ} 27' 00''$ E.

Description.—A conical buoy painted in black and white chequers

(2) Mafia Island, West Coast.

(a) Buoy established :

Position.—At the northern extremity of Kilindoni spit, at a distance of about three-quarters of a mile south-westward from Tirene reef.

Lat. $7^{\circ} 52' 25''$ S., long. $39^{\circ} 38' 25''$ E.

Description.—A black conical buoy.

(b) Alteration in position and description of Kilindoni buoy :

New position.—At a distance of about a quarter of a mile south-westward from charted position and one mile westward from Kilindoni beacon.

Lat. $7^{\circ} 54' 05''$ S., long. $39^{\circ} 39' 10''$ E.

Description.—A small conical buoy.

Charts affected.—No. 1032, Channels between Kilwa point and north Mafia channel.

„ 662, Kilwa point to Zanzibar channel.

Publication.—Africa Pilot, Part III, 1915, pages 342, 359.

Authority.—Port and Marine Department, Dar es Salaam. (H. 2469-21.)

AFRICA, EAST COAST—TANGANYIKA TERRITORY.

Dar es Salaam Harbour—New Traffic Signals.

No. 266 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 730 of 1921), are republished :—

Position.—East Ferry point, lat. $6^{\circ} 50'$ S., long. $39^{\circ} 18'$ E.

Details.—The following new traffic signals are now exhibited at the signal station on East Ferry point :—

A black cone hoisted when a vessel is entering, and a black ball when a vessel is leaving.

When a vessel is about to enter, any vessel wishing to leave is to remain in harbour until the incoming vessel has anchored.

Note.—The information given under paragraph “Signals” in the Sailing Directions quoted below is to be deleted and the above particulars substituted.

Publication.—Africa Pilot, Part III, 1915, page 378; Supplement No. 4, 1920.

Authority.—Port and Marine Department, Dar es Salaam. (H. 2468-21.)

PHILIPPINE ISLANDS—PALAWAN ISLAND, EAST COAST.

Dumaran Island to Deep Bay—Amendments to Charts with regard to Reefs and Shoals.

No. 267 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 731 of 1921), are republished :—

Position.—(i) Pasig shoal, lat. $9^{\circ} 54'$ N., long. $119^{\circ} 30'$ E. (approx.).

(ii) Langoi (Christmas island), lat. $10^{\circ} 30'$ N., long. $119^{\circ} 59'$ E. (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 967, 2660b, 943, 2578 and 1263 show the necessary corrections to those charts with regard to reefs and shoals between Deep bay and Dumaran island.

Charts affected.—No. 967, Palawan island.

„ 2660b, China sea, southern portion—eastern sheet.

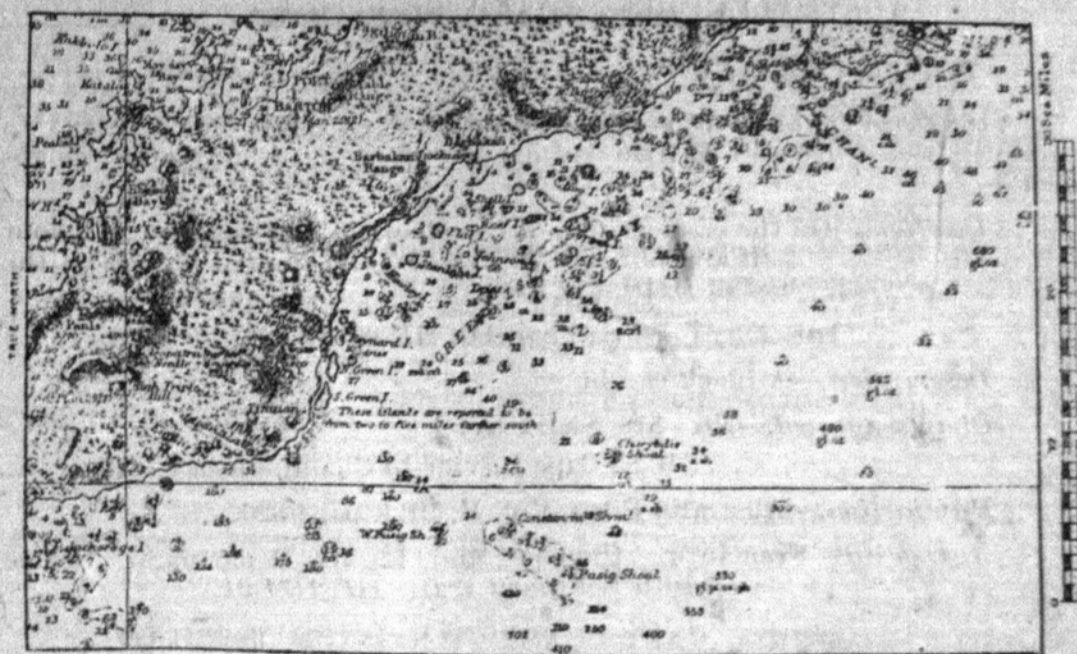
„ 943, Molucca passage to Manila.

„ 2578, Eastern part of the Sulq or Mindoro sea.

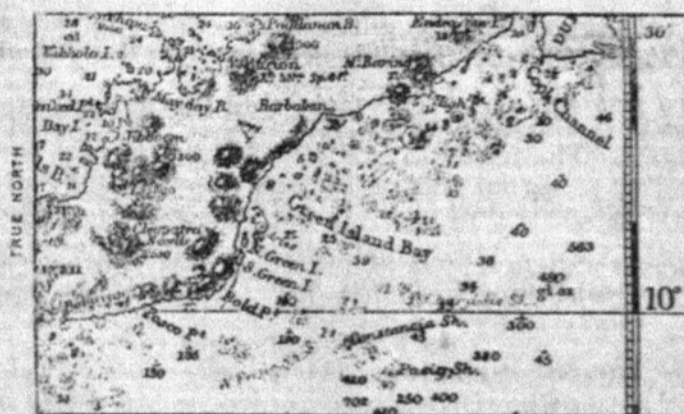
„ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part I, 1911, pages 89 to 98; Supplement No. 5, 1920.

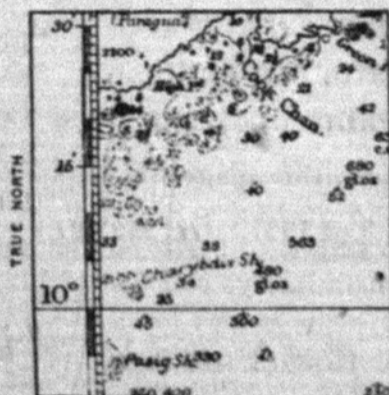
Authority.—U.S.A. Government chart. (H. 5682-20.)



Reproduction of Portion of Chart N° 967



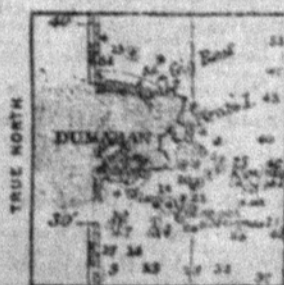
Reproduction of Portion of Chart N° 2660



Reproduction of Portion of Chart N° 943



Reproduction of Portion of Chart N° 7363



Reproduction of Portion of Chart N° 2578

AUSTRALIA, WEST COAST—SHARK BAY.

Denham Channel, Northern Entrance—Buoy established.

No. 268 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 736 of 1921), are republished :—

Position.—On the eastern side of the channel, at a distance of about half a mile north-eastward from the red beacon on the end of Heirisson flats.

Lat. $25^{\circ} 53' 30''$ S., long. $113^{\circ} 15' 00''$ E.

Description.—A black can buoy.

Charts affected.—No. 518, Shark bay.

„ 1056, Cape Cuvier to Champion bay.

Publication.—Australia Pilot, Vol. V, 1914, page 326.

Authority.—Fremantle, Harbour and Lights Department, Notice dated 16th February 1921. (*H. 2471-21.*)

AUSTRALIA—VICTORIA.

Port Phillip entrance, South channel—Decreased depth on shoal.

No. 269 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 744 of 1921), are republished :—

Former Notice.—No. 602 of 1921. (*This office No. 246 of 1921.*)

Position.—At a distance of about $4\frac{1}{2}$ cables south-westward of the light-buoy situated $10\frac{1}{2}$ cables northward of Portsea jetty light.

Lat. $38^{\circ} 18'$ S., long. $144^{\circ} 43'$ E.

Details.—Further information has been received that the depth on the shoal in the above position is 22 feet instead of 27 feet and 29 feet indicated on the reproductions accompanying the former Notice.

Charts affected.—No. 2747, Entrance to Port Phillip.

„ 1171, Port Phillip.

Publication.—Australia Pilot, Vol. II, 1918, page 106.

Authority.—Melbourne Notice No. 2 of 1921. (*H. 2523-21.*)

AUSTRALIA—QUEENSLAND, HOWICK ISLANDS.

Coquet Island—Depths eastward of.

No. 270 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 751 of 1921), are republished :—

Position.—(i) At a distance of 4.80 miles, 097° , from Coquet Island lighthouse.

Lat. $14^{\circ} 33'$ S., long. $145^{\circ} 04'$ E. (*approx.*)

(ii) At a distance of about half a mile westward from (i) and 4.30 miles, 099° , from Coquet Island lighthouse.

Depth.—7 fathoms (12^m8), in each case.

Remarks.—The above depths were obtained during a recent further search for Megæra rock, marked "P.D." on the charts. The search for this reported rock will be continued and in the meantime the rock is to be retained on the charts in its present position.

Charts affected.—No. 2922, Turtle group to Claremont point.

„ 2923, Hope Islands to Turtle group.

Publication.—Australia Pilot, Vol. IV, 1917, pages 239, 240.

Authority.—H. M. Surveying vessel *Fantome*. (H. 490-21.)

CHINA, EAST COAST.

Wei Hui Wei anchorage.—Further amendments to charts with regard to berths and moorings.

No. 271 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 772 of 1921), are republished:—

Former Notice.—No. 1837 of 1920. (This office No. 3 of 1921.)

Position.—Observatory Island, lat. 37° 30' N., long. 122° 10' E. (approx.).

1. Mooring berths (4), (5), (6) and (7), south-eastward of Leu kung tau, are situated as given below, and not as shown on the charts; the charts are to be corrected accordingly:—

Berth.	Position.
(4)	At a distance of 4.70 cables, 211°, from Observatory Island West beacon.
(5)	At a distance of 1.80 cables, 136°, from (4).
(6)	„ „ „ 1.80 cables, 136°, from (5).
(7)	„ „ „ 1.80 cables, 136°, from (6).

2. The following are to be expunged from the charts:—

- (a) Berth (8) at a distance of 2.50 cables, 170°, from the outer end of the Iron pier.
- (b) Mooring-buoy at a distance of 1.80 cables, 137°, from the outer end of the Iron pier.

Note.—A new edition of chart No. 3025 will shortly be issued embodying the above corrections.

Charts affected.—No. 3025, Wei hai wei anchorage.

„ 2823, Wei hai wei and approaches. 2 (b).

Publication.—China Sea Pilot, Vol. V, 1912, page 456; Supplement No. 5, 1920.

Authority.—Commander-in-Chief, China Station, and H.M.S. *Hawkins*, Hyd. Note No. 7 of 1920. (H. 2578-21.)

TASMANIA—HUON RIVER.

The Butts—Light discontinued.

No. 272 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 773 of 1921), are republished :—

Position.—Lat. $43^{\circ} 17'$ S., long. $147^{\circ} 08'$ E. (*approx.*).

Details.—The fixed white light has been discontinued and is to be expunged from the charts.

Note.—The note "*Disused Lt. Ho.*" is to be inserted against the Butts rock.

Charts affected.—No. 960, Approaches to Hobart.

„ 1079, Tasmania.

Publications.—List of Lights, Part VI, 1921, No. 2836.
Australia Pilot, Vol. II, 1918, page 354.

Authority.—Hobart Notice dated 4th March 1921. (*H. 2399-21.*)

EASTERN ARCHIPELAGO—CELEBES, NORTH COAST.

Belonlioh Bay—Extension of bank.

No. 273 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 774 of 1921), are republished :—

Position.—Outer end of bank, at a distance of 1.30 cables, 327° , from the western extremity of the drying reef extending westward from Tanjong Bonto and 039° from the extremity of the point at Sentigi.

Lat. $1^{\circ} 21'$ N., long. $120^{\circ} 55'$ E. (*approx.*).

Details.—The bank on the eastern side of the entrance has extended slightly to the north-westward, a depth of 4 fathoms (7^m3) being obtained in the above position.

Note.—The ten-fathom line in this locality on the charts is to be extended about half a cable to the north-westward to include the above depth.

Charts affected.—No. 2662, Plan of Lingadang road and Belonlioh bay.

„ 3394, Tanjong Lutuno to Dondo point.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 554.

Authority.—Hague Notice No. 452 of 1921. (*H. 1762-21.*)

MADAGASCAR, WEST COAST.

Morondava Approach—Non-existence of reported shoal.

No. 274 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 775 of 1921), are republished :—

Position.—At a distance of about 15 miles westward from the entrance to the River Morondava.

Lat. $20^{\circ} 17' 00''$ S., long. $44^{\circ} 01' 00''$ E.

Details.—Information has been received that the shoal reported in approximately the above position, in the year 1920, does not exist and it is to be expunged from the charts accordingly.

Remarks.—On some copies of the charts the year date against this shoal was incorrectly shown as "(1902)."

Charts affected.—No. 759a, Cape St. Andrew to Bevato Island.
 „ 597, Delagoa bay to Cape Guardafui.

Publication.—South Indian Ocean Pilot, 1911, page 432; Supplement No. 6, 1921.

Authority.—Captain W. G. Young, Antananarivo. (H. 2495-21.)

JAPAN—INLAND SEA, MEKARI SETO.

Chodayusho light—Alteration in characteristics.

No. 275 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 782 of 1921), are republished:—

Position.—Lat. $34^{\circ} 22'$ N., long. $133^{\circ} 08'$ E. (approx.).

New abridged description.—(U) Lt. Fl. W. R. ev. 4 sec., 22 ft., vis. 9 & 8 m.

Details.—The fixed light with white and red sectors has been replaced by a light having the undermentioned characteristics:—

Character.—Flashing, with white and red sectors, every four seconds.

Elevation.—Unaltered.

Visibility.—White light, 9 miles; red light, 8 miles.

Power.—White light, 120 candles; red light, under 100 candles.

Remarks.—The limits of the sectors remain unchanged.

Charts affected.—No. 3325, Channels between Neko seto and Mekari seto.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1921, No. 1973.
 Japan Pilot, 1914, page 341.

Authority.—Tokyo, Department of Communications, Notice No. 324 of 1921. (H. 2624-21.)

CHINA, NORTH COAST—SHANTUNG PROMONTORY.

North-east Promontory—New light to be established.

No. 276 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 783 of 1921), are republished:—

Date of establishment.—On or about 31st May 1921.

Position.—Lat. $37^{\circ} 24'$ N., long. $122^{\circ} 42'$ E.

Details.—It is intended to replace this light by a new light the character of which will be *group flashing*, with *white* and *red* sectors, showing *two* flashes in quick succession *every fifteen seconds*; the limits of the sectors will remain unaltered.

Remarks.—Whilst the above alteration is being carried out two temporary lights will be exhibited, as undermentioned, one on the eastern side and one on the western side of the light tower:

Character.—*Flashing white every five seconds*, thus:

Flash,	eclipse.
1 sec.	4 sec.

Visibility.—10 miles.

Note.—Further notice will be given when information has been received respecting the establishment of the new permanent light.

Charts temporarily affected.—No. 3457, Li tau bay to Chu tau.

„ 3491, Shitau bay to North-east promontory.

„ 1255, Kyau chau bay to Lai chau bay.

„ 3480, Shantung promontory to Nagasaki.

„ 1256, Gulfs of Pe chili and Liau tung.

„ 1262, Hongkong to Gulf of Liau tung.

„ 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI, 1921, No. 1633.

China Sea Pilot, Vol. V, 1912, page 446.

Authority.—Shanghai Notice No. 72 of 5th March 1921. (*H. 2623-21.*)

CHINA SEA—GASPAR STRAIT.

Macclesfield channel—Existence of shoal.

No. 277 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 784 of 1921), are republished:—

Position.—On the western side of the channel, at a distance of about $1\frac{1}{2}$ miles south-eastward of Tanjong Labu (Rocky point) lighthouse.

Lat. $2^{\circ} 57' 45''$ S., long. $106^{\circ} 56' 15''$ E.

Depth.— $4\frac{1}{2}$ fathoms (8^m6).

Charts affected.—No. 2137, Gaspar strait.

„ 2149, Banka and Gaspar straits.

Publication.—China Sea Pilot, Vol. II, 1915, page 143.

Authority.—Hague Notice No. 81 (Miscellaneous) of 1921.

(*H. 2621-21.*)

W. K. THYNE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, AUGUST 31, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

A. E. HAROLD, CAPTAIN, D.S.O., R.I.M.,
Port Officer of Calcutta.

A. MARR,
*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 19th August 1921.

NEW GUINEA—LOUISIADE ARCHIPELAGO.

Pana Rora Island—Shoal southward of, to be inserted on Chart No. 1477.

No. 305 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1129 of 1921), are republished:—

Position.—At a distance of about one mile southward from the eastern extremity of Pana Rora island.

Lat. $11^{\circ} 07' 54''$ S., long. $152^{\circ} 30' 30''$ E.

Remarks.—The above position is to be encircled on the chart by a danger line with the note "*Shoal reported (1886).*"

Note.—This shoal is already shown on chart No. 2124.

Chart affected.—No. 1477, Jomard entrance to Yeina island.

Publication.—Pacific Islands Pilot, Vol. I, 1908, page 141.

Authority.—Hydrographic Department. (H. 3644-21.)

BORNEO, WEST COAST.

Padang Tikar River approach—Light buoy established in place of buoy.

No. 306 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1131 of 1921), are republished:—

Position.—In the position formerly occupied by the black conical buoy with ball topmark, which has been withdrawn.

Lat. $0^{\circ} 39' S.$, long. $109^{\circ} 05' E.$ (*approx.*).

Description.—A black light-buoy exhibiting an occulting white light.

Charts affected.—No. 3721, Masa Tiga island to Pontianak.

„ 2160, Carimata strait.

„ 941a, Eastern Archipelago—sheet 1.

„ 2660a, China sea, southern portion—western sheet.

Publication.—China Sea Pilot, Vol. II, 1915, page 233; Supplement No. 5, 1921.

Authority.—Hague Notice No. 1147 of 1921. (*H. 3868-21.*)

EASTERN ARCHIPELAGO—SAWU ISLAND, NORTH-WEST COAST.

Seba Road—Existence of shoal.

No. 307 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1132 of 1921), are republished:—

Position (approximate).—At a distance of 3·20 cables, 301° , from the lighthouse at Seba.

Lat. $10^{\circ} 29' S.$, long. $121^{\circ} 50' E.$ (*approx.*).

Depth.—One fathom ($1^m 8$).

Remarks.—The shoal is of small extent.

Chart affected.—No. 2468, Plan of Seba road.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 295.

Authority.—Hague Notice No. 1086 of 1921. (*H. 3776-21.*)

JAPAN—INLAND SEA, HONSHU ISLAND.

Hibi Wan and vicinity—Harbour works completed; Measured distance.

No. 308 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1133 of 1921), are republished:—

Position.—Hibi wan, lat. $34^{\circ} 27' N.$, long. $133^{\circ} 55' E.$ (*approx.*).

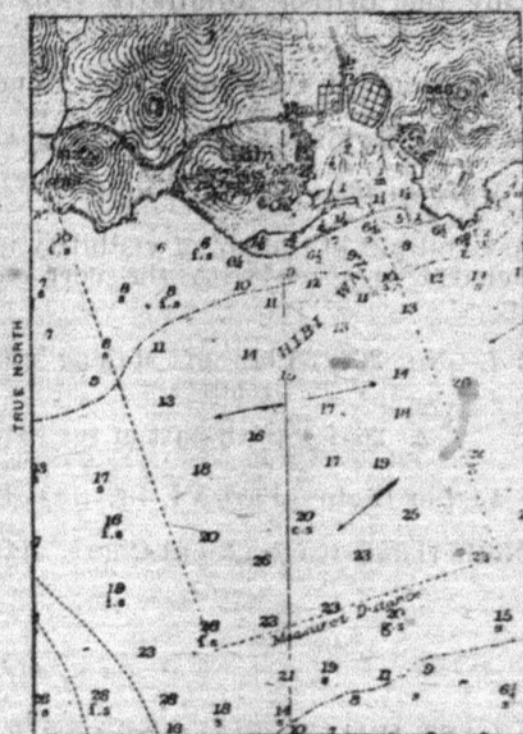
Details.—The harbour works at Hibi wan have now been completed and a measured distance, indicated by beacons, has been established as shown on the accompanying reproduction of portions of charts Nos. 1969 and 128.

Charts affected.—No. 1969, Ozuchi jima to Funoko sima.

„ 128, Bingo nada and Ozuchi jima.

Publication.—Japan Pilot, 1914, page 312; Supplement No. 4, 1920.

Authority.—Tokyo Notice No. 22 of 1921. (H. 1854-21.)



Reproduction of Portion of Chart N°1969

0 5 10 Cables
or 1 Sea Mile



Reproduction of Portion of Chart N°128

0 5 10 Cables
or 1 Sea Mile

MAKASSAR STRAIT—CELEBES, WEST COAST.

Cape Mandar (Tanjong Rangasa) light—Amended position.

No. 309 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1134 of 1921), are republished:—

Position.—At a distance of 4.50 cables, 307° , from charted position.

Lat. $3^{\circ} 34'$ S., long. $118^{\circ} 56'$ E. (*approx.*).

Description.—A group flashing white light.

Note.—The eastern limit of the arc of visibility is to be amended on the charts to agree with the corrected position of the light.

Charts affected.—No. 2662, Plan of Majene road and Balanguipa road.

„ 2657, South part of the Strait of Makassar.

Publication.—List of Lights, Part VI, 1921, No. 1023.

Authority.—Netherlands Government Chart. (*H. 3669-21.*)

BORNEO, EAST COAST—SESAJAP RIVER ENTRANCE.

Johanna Reef—Shoal westward of.

No. 310 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1141 of 1921), are republished:—

Position.—At a distance of about $4\frac{1}{2}$ miles southward of the southern extremity of Bunju.

Lat. $3^{\circ} 22' 24''$ N, long. $117^{\circ} 50' 46''$ E., on chart No. 3577.

Depth.—Three-quarters of a fathom (1 m4).

Charts affected.—No. 3577, Sesajap and Bulungan rivers.

„ 2636, North part of the Strait of Makassar.

„ 2660b, China sea, southern portion—eastern sheet.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 441.

Authority.—Hague Notice No. 1082 of 1921. (*H. 3773-21.*)

WESTERN AUSTRALIA—CHAMPION BAY.

Geraldton and Approaches—Amendments to charts.

No. 311 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1147 of 1921), are republished:—

Position.—Geraldton, lat. $28^{\circ} 47'$ S., long. $114^{\circ} 37'$ E. (*approx.*).

Details.—The accompanying reproductions of portions of charts Nos. 1725 and 1723 show the following:—

- (a) Amendments to charts with regard to shoals.
- (b) Extension of the North jetty and amended position of front leading light.
- (c) New pile jetty completed, from which a *green* light is exhibited.
- (d) Position of certain landmarks.

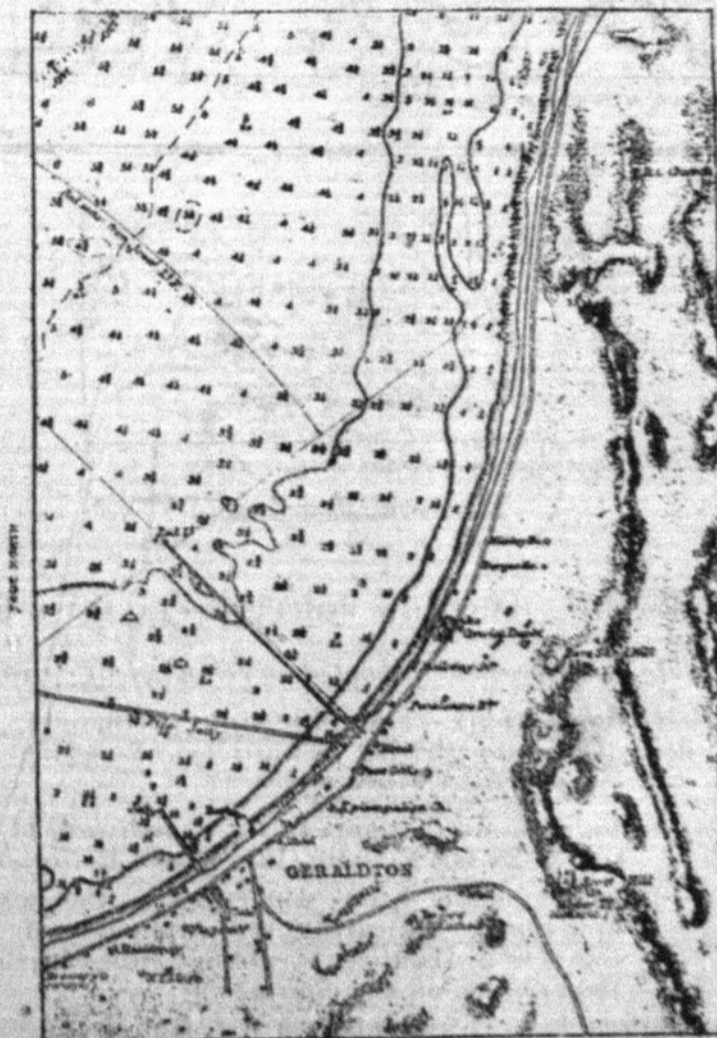
Charts affected.—No. 1725, Champion bay.

„ 1723, The Houtman rocks, &c.

Publications.—List of Lights, Part VI, 1921, Nos. 2265, 2267.

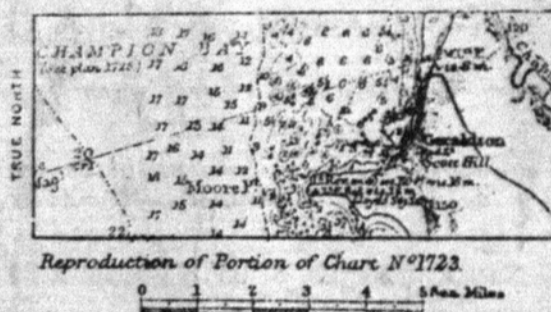
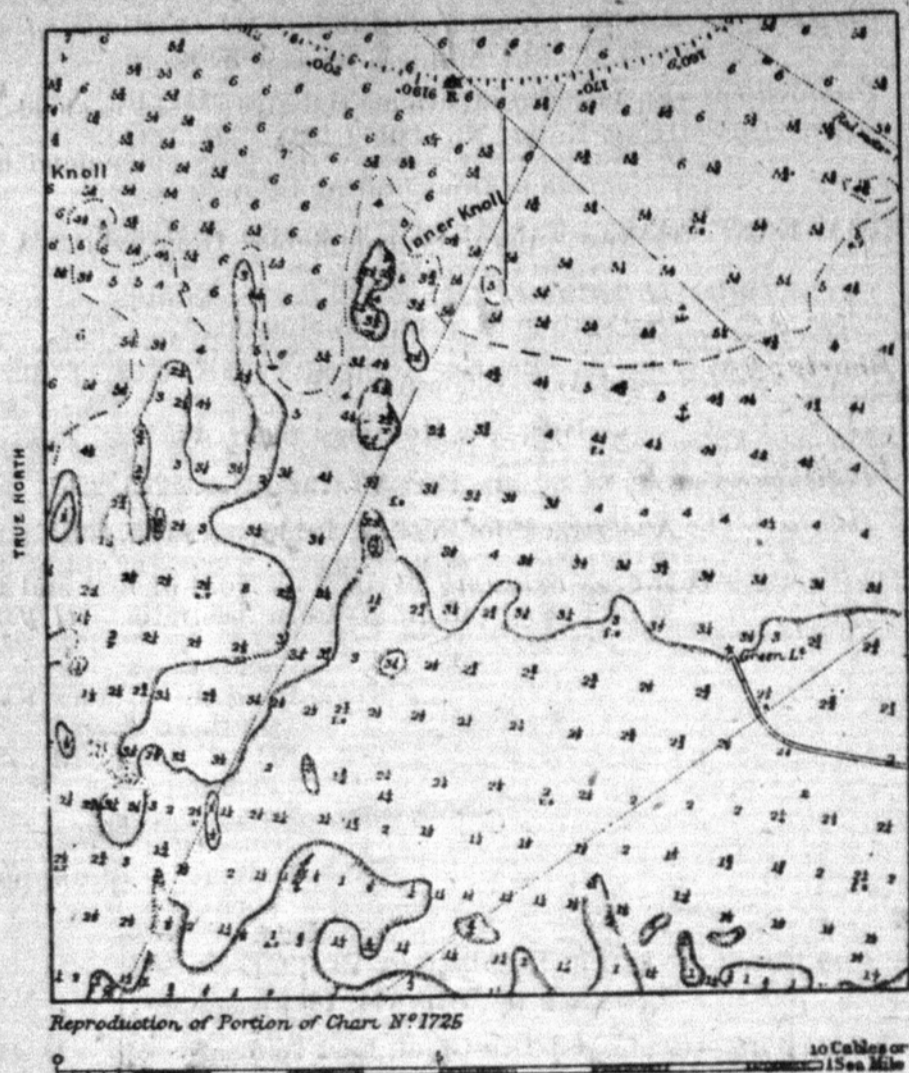
Australia Pilot, Vol. V, 1914, pages 335, 336.

Authority.—H.M.S. *Geranium*. Hyd. Note No. 1 of 1921 and Public Works Department, Western Australia. (H. 2890-21.)



Reproduction of Portion of Chart No. 1725

McCollister
11.500 Mile



CELEBES SEA, EASTERN PORTION—TALAUTSE ISLES.

Pasigi Island—Breakers reported northward of; caution.

No. 312 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1158 of 1921), are republished:—

Position.—At a distance of about 4 miles northward of Pasigi island. Lat. $2^{\circ} 25' 00''$ N., long. $125^{\circ} 19' 00''$ E. (approx.).

Details.—Breakers have been reported in the above position apparently indicating the extension of Pasigi island reef for a distance of about 2 miles further northward than shown on the charts.

Note.—The reef is to be extended on the chart to the above position, the extension being indicated by a danger line with the note "*Breakers repd. (1921)*" against the northern end.

Charts affected.—No. 2575, Eastern part of the Celebes sea.

„ 943, Molucca passage to Manila.

Publication.—Eastern Archipelago Pilot, Part III, 1911, page 35.

Authority.—Hague Notice No. 489 of 1921. (*H. 1786-21.*)

AFRICA, EAST COAST—TANGANYIKA TERRITORY, DAR ES SALAAM.

Outer Makatumbé Island—Light irregular.

No. 313 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1163 of 1921), are republished:—

Former Notice.—No. 926 of 1921. (*This Office No. 152 of 1921.*)

Position.—Lat. $6^{\circ} 48' S.$, long. $39^{\circ} 20' E.$ (*approx.*).

Details.—The *flashing white* light in the above position is irregular. Further Notice will be given when the light is again working normally.

Charts temporarily affected.—No. 674, Dar es Salaam and adjoining anchorages.
 „ 640a, Pangani to Ras Kimbiji—southern sheet.
 „ 662, Kilwa point to Zanzibar channel.
 „ 597, Delagoa bay to Cape Guardafui.
 „ 748b, Indian ocean—northern portion.

Publications.—List of Lights, Part VI, 1921, No. 103.

Africa Pilot, Part III, 1915, page 373.

Authority.—Commander-in-Chief, East Indies Station. (*H. 4114-21.*)

BAY OF BENGAL—NICOBAR ISLANDS.

Nancowry Harbour—Correction to charts with regard to shoals and shoal depths.

No. 314 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1170 of 1921), are republished:—

Position.—Naval point, lat. $8^{\circ} 02' N.$, long. $93^{\circ} 33' E.$ (*approx.*).

Distance and bearing from southern extremity of Naval point.	Depth.
(a) 2.05 miles, $107\frac{1}{2}^{\circ}$... 5 fathoms ($9^m 1$).
(b) 2 miles, $107\frac{1}{2}^{\circ}$... 4 „ ($7^m 3$).
(c) 1.84 miles, 107°	... 5 „ ($9^m 1$).
(d) 1.19 miles, 106°	... 5 „ ($9^m 1$).
(e) 1.24 miles, 259°	... $5\frac{1}{2}$ „ ($10^m 0$).
(f) 1.95 miles, 244°	... 6 „ ($11^m 0$).

Note.—The foregoing depths are not shown on certain copies of the charts and are to be inserted accordingly as indicated below.

Charts affected.—No. 841, Nancowry harbour.

„ 840, Nicobar islands. (*b*)

„ 830, Bassein river to Pulo Penang. (*b*)

Publication.—Bay of Bengal Pilot, 1910, pages 381, 382; Supplement No. 5, 1920.

Authority.—Hydrographic Department. (*H. 3216-21.*)

CHINA, NORTH COAST—SHANTUNG.

North-east promontory light—Alteration in character.

No. 315 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1171 of 1921), are republished :—

Former Notice.—No. 783 of 1921 (*This office No. 276 of 1921*) hereby cancelled.

Position.—Lat. $37^{\circ} 24'$ N., long. $122^{\circ} 42'$ E. (*approx.*).

New abridged description.—Lt. Gp. Fl. (2) *ev. 15 sec., Red & Wh., 220 ft., vis. 22m.*

Details.—The occulting red and white light has been replaced by a *group flashing white* light, with *red* sectors, showing *two* flashes in quick succession *every fifteen seconds*.

Remarks.—The sectors and other characteristics of the light remain unchanged; the two provisional flashing white lights which were exhibited while the alteration was being carried out have been discontinued.

Charts affected.—No. 3457, Li tau bay to Chu tau.

„ 3491, Shitau bay to North-east promontory.

„ 1255, Kyau chau bay to Lai chau bay.

„ 3480, Shantung promontory to Nagasaki.

„ 1256, Gulfs of Pe chili and Liau tung.

„ 1262, Hongkong to Gulf of Liau tung.

„ 2347, Honshu, Kiusiu, and Shikoku, &c.

„ 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI, 1921, No. 1633.
China Sea Pilot, Vol. V, 1912, page 446.

Authority.—Shanghai Notice No. 730 of 13th May 1921. (*H. 3885-21.*)

JAPAN—HONSHU, SOUTH COAST.

Inatori Light—Red Sector discontinued.

No. 316 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1172 of 1921), are republished :—

Position.—Lat. $34^{\circ} 47'$ N., long. $139^{\circ} 03'$ E. (*approx.*).

New abridged description.—Lt. F., 423 ft., vis. 10 m.

Details.—The red sector of this *fixed* light has been discontinued, and is to be expunged from the charts.

Charts affected.—No. 953, Omai saki to Tsurugi saki.

„ 996, Kii suido to Tokyo.

Publications.—List of Lights, Part VI, 1921, No. 2047.
Japan Pilot, 1914, page 188.

Authority.—Tokyo, Department of Communications, Notice No. 782 of 1921. (*H. 3884-21.*)

AFRICA, EAST COAST—TANGANYIKA TERRITORY, DAR ES SALAAM.

Outer Makatumbé Island light—Temporary alteration in character.

No. 317 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1174 of 1921), are republished:—

Former Notices.—Nos. 926 and 1163 of 1921. (*This office Nos. 152 and 313 of 1921.*)

Position.—Lat. $6^{\circ} 48'$ S., long. $39^{\circ} 20'$ E. (*approx.*).

Alteration.—The character of the light has been temporarily altered from flashing white to *fixed white*, with a visibility of 6 miles.

Note.—Further notice will be given when the normal character of the light has been resumed.

Charts temporarily affected.—No. 674, Dar es Salaam and adjoining anchorages.

„ 640a, Pangali to Ras Kimbiji—southern sheet.

„ 662, Kilwa point to Zanzibar channel.

„ 597, Delagoa bay to Cape Guardafui.

„ 748b, Indian ocean—northern portion.

Publications.—List of Lights, Part VI, 1921, No. 103.
Africa Pilot, Part III, 1915, page 373.

Authority.—Commander-in-Chief, East Indies Station. (*H. 4114-21.*)

EASTERN ARCHIPELAGO—CELEBES, WEST COAST.

Mampya Road—Amendment to chart with regard to reefs.

No. 518 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1177 of 1921), are republished:—

Position.—Battowae island summit, lat. $3^{\circ} 29'$ S., long. $119^{\circ} 22'$ E. (*approx.*).

Details.—The accompanying reproduction of a portion of the plan of Mampya road on chart No. 3209 shows the necessary corrections to that plan with regard to the existence of reefs.

Chart affected.—No. 3209, Plan of Mampya road.

Publication.—Eastern Archipelago Pilot, Part II, 1911, page 401.